INITIAL STUDY FOR A

MITIGATED NEGATIVE DECLARATION FOR

Eastvale Marketplace

(PROJECT 15-0958)

Lead Agency:

CITY OF EASTVALE

12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

June 2015

TABLE OF CONTENTS

I. INTRODUCTION AND PROJECT DESCRIPTION 1

A. Purpose and Project Overview 1
B. Roject Location and Description of Surrounding Area 1
C. Project Description 1

II. ENVIRONMENTAL SETTING 9

A. Regulatory Setting 9
B. Physical Setting 9

III. ENVIRONMENTAL CHECKLIST FORM 10

A. Project Information 10
B. Environmental Factors Potentially Affected 12
C. Determination 13

IV. ENVIRONMENTAL ANALYSIS 14

1. Aesthetics 14
2. Agriculture and Forestry Resources 16
3. Air Quality 18
4. Biological Resources 27
5. Cultural Resources 33
6. Geology and Soils 36
7. Greenhouse Gas Emissions 40
8. Hazards and Hazardous Materials 45
9. Hydrology and Water Quality 49
10. Land Use and Planning 54
11. Mineral Resources 56
12. Noise 57
13. Population and Housing 60
14. Public Services 61
15. Recreation 63
16. Transportation/Traffic 64
17. Utilities and Service Systems 70
18. Mandatory Findings of Significance 75

REFERENCES 77

FIGURES

Figure 1 Regional Vicinity 3
Figure 2 Project Location 5
Figure 3 Proposed Site Plan 7

TABLES

Table 3-1 Maximum Short-Term Construction Emissions (Pounds per Day) 20
Table 3-2 Equipment-Specific Grading Rates 21
Table 3-3 Localized Significance Summary – Construction (Pounds per Day) 22
Table 3-4 Long-Term Unmitigated Operational Emissions (Pounds per Day) 23
Table 3-5 Operational Local Significance Threshold (LST) Impacts (Pounds per Day) 24
Table 7-1 GHG Emissions Under BAU Operations (Metric Tons per Year)[1] 42
Table 7-2 GHG Reductions from Application of Recent Regulations (2020 Conditions) 43
Table 7-3 Summary of GHG Reductions (2020 Conditions) 43
Table 16-1 Summary of Intersection Operation – Existing Conditions 65
Table 16-2 Summary of Roadway Segment Analysis – Existing Conditions 65
Table 16-3 Summary of Project Trip Generation – With Proposed Project 66
Table 16-4 Summary of Intersection Operation Opening Year 2017 – With Proposed Project 68
Table 16-5 Summary of Roadway Segment Analysis Opening Year 2017 – With Proposed Project 68
Table 17-1 Project Solid Waste Generation 73

APPENDICES

The appendices referenced in this Initial Study are included on the enclosed CD-ROM and are available at Eastvale City Hall located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, Monday through Thursday, 7:30 a.m. to 5:30 p.m. *Note to reader that each appendices is numbered to correspond with the environmental section of the checklist. Therefore the numbers may not be consecutive.*

- Project Development Plans
- Air quality modeling data, attached as **Appendix 3**
- Biological resource data search results, attached as **Appendix 4**
- Geotechnical engineering report (September 2007; prepared by Geotechnical Solutions, Inc.), attached as **Appendix 6**
- Greenhouse gas modeling data, attached as **Appendix 7**
- Phase I Environmental Site Assessment (November 2014; prepared by Leighton and Associates, Inc.), attached as **Appendix 8a.** *Note to reader that this document was prepared for a previous project on the same site.*
- Postgrading methane survey (December 2014; prepared by Leighton and Associates, Inc.), attached as **Appendix 8b.** *Note to reader that this document was prepared for a previous project on the same site.*
- Focused Traffic Evaluation for the Eastvale Marketplace Project (June 2015, Prepared by Kimley-Horn and Associates, Inc.), attached as **Appendix 16**.

I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing an application for a Major Development Plan for the Eastvale Marketplace (proposed project), which consists of construction of a ±71,472-square-foot neighborhood retail center with multi-tenant and single-tenant buildings and associated parking facilities on 7.64 acres. The project site is designated by the Eastvale General Plan as Commercial Retail (CR) and zoned as Scenic Highway Commercial (C-P-S). The proposed project would be consistent with these land use designations.

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 AND DESCRIPTION OF SURROUNDING AREA

The project site is located at the northeast corner of Sumner Avenue and Limonite Avenue approximately 1.5 miles west of Interstate 15 (I-15) in north-central Eastvale on a single parcel identified as Assessor's Parcel Number (APN) 164-030-019-8. The site is located in Section 24, Township 2 South, Range 7 West of the San Bernardino Baseline and Meridian. The regional and local vicinity of the project site are shown in **Figures 1** and **2**, respectively. The project site encompasses approximately 7.64 acres and is characterized as roughly graded land covered with ruderal vegetation and containing no structures. The site has an average elevation of approximately 660 feet above mean sea level and slopes gently to the northwest (Geotechnical Solutions 2007, p. 3).

The site is bounded on the north and east by Valencia Street, on the west by Sumner Avenue, and on the south by Limonite Avenue. Beyond these roadways, in all directions, are single-family residential neighborhoods. These neighborhoods include single-story and two-story homes and associated improvements including sidewalks, street lighting, and ornamental landscaping.

C. PROJECT DESCRIPTION

The proposed development includes a ±71,472-square-foot neighborhood retail center with multi-tenant and single-tenant buildings and associated parking facilities. The proposed site plan is provided as **Figure 3**. The retail center would be anchored by a ±30,896-square-foot grocery store located at the northeast corner of the site. The retail center would also feature a ±10,140-square-foot, 6-bay tire store at the site's northern end, a ±3,000-square-foot bank with drive-up access at the site's southeastern corner, two 3,500-square-foot fast-food restaurants with drive-through windows, and two additional retail buildings totaling ±20,436 square feet. The site would be accessed via two driveways, one located on Limonite Avenue and one on Sumner Avenue, as well as by two pedestrian connections from Valencia Street.

As part of the proposed project, the project applicant has requested a left-turn access from eastbound Limonite Avenue onto the project site. This initial study evaluates the request; however, the City has not made a determination on whether to approve the request. The current site plan provides approximately 366 of the 393 parking stalls required by the Municipal Code. The applicant plans to request a reduction in allowable parking as part of the development review.

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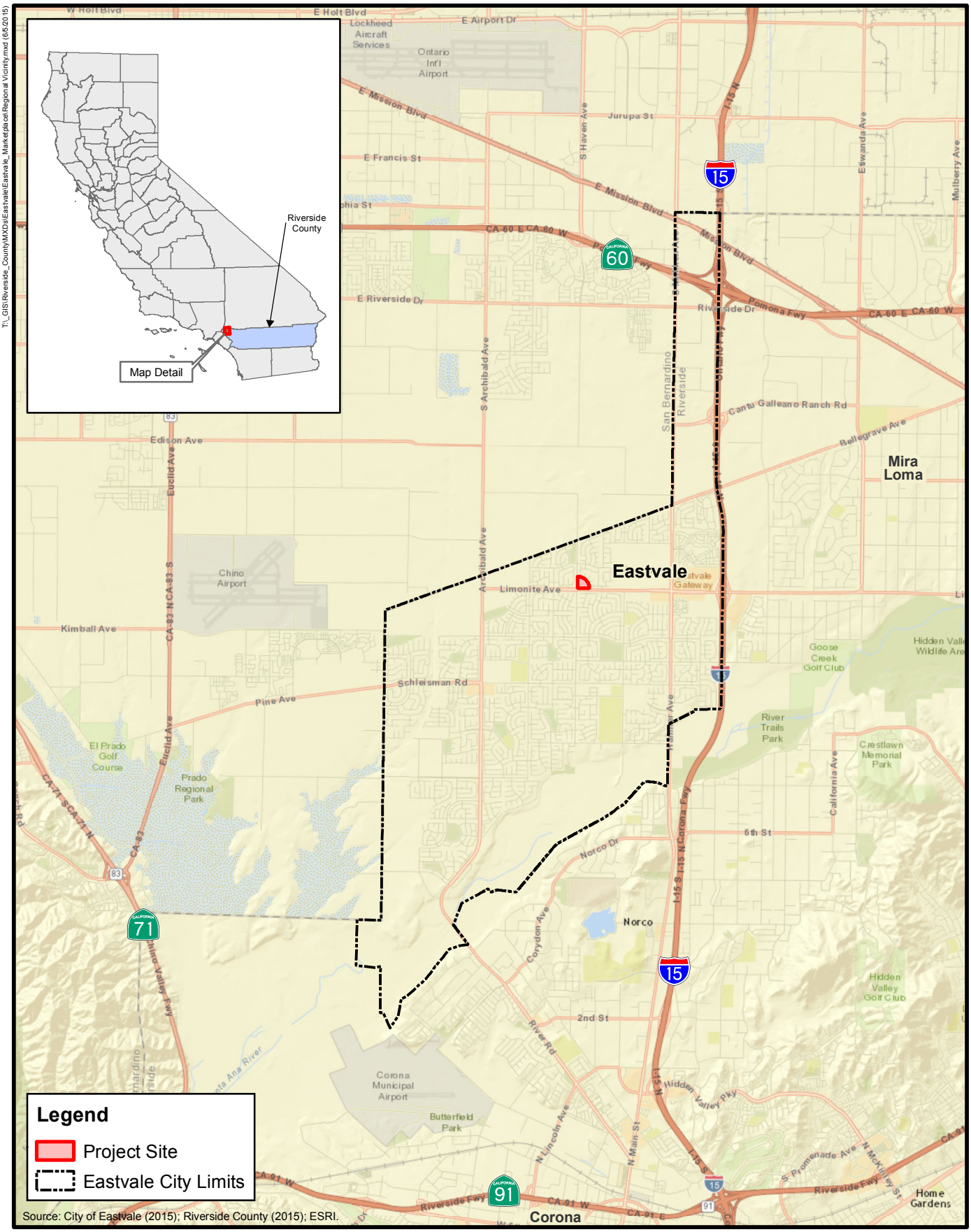

Figure 1

Regional Vicinity

PMC®

Figure 2
Project Location

PMC®

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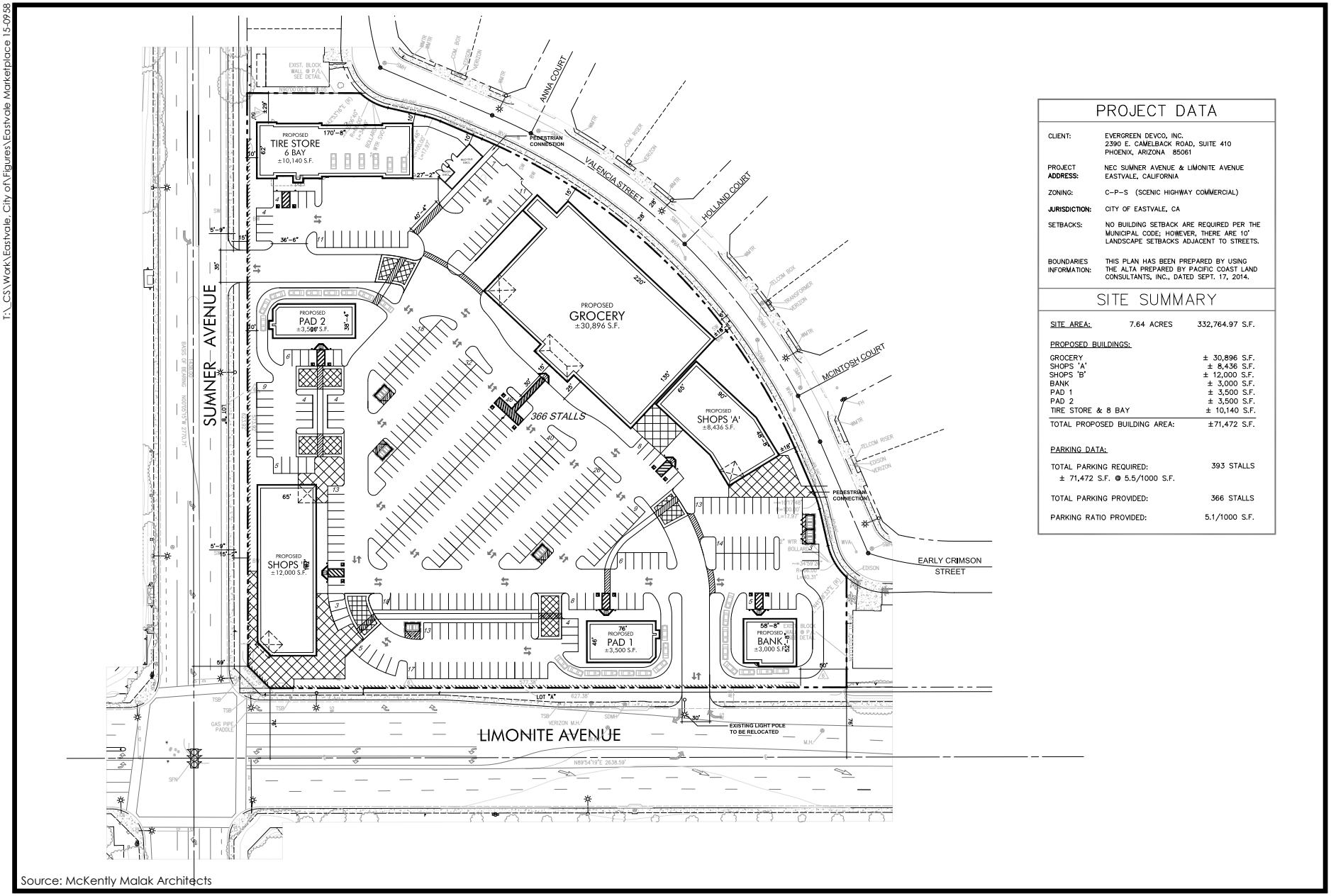

PROJECT DATA

CLIENT:	EVERGREEN DEVCO, INC. 2390 E. CAMELBACK ROAD, SUITE 410 PHOENIX, ARIZONA 85061
PROJECT ADDRESS:	NEC SUMNER AVENUE & LIMONITE AVENUE EASTVALE, CALIFORNIA
ZONING:	C-P-S (SCENIC HIGHWAY COMMERCIAL)
JURISDICTION:	CITY OF EASTVALE, CA
SETBACKS:	NO BUILDING SETBACK ARE REQUIRED PER THE MUNICIPAL CODE; HOWEVER, THERE ARE 10' LANDSCAPE SETBACKS ADJACENT TO STREETS.
BOUNDARIES INFORMATION:	THIS PLAN HAS BEEN PREPARED BY USING THE ALTA PREPARED BY PACIFIC COAST LAND CONSULTANTS, INC., DATED SEPT. 17, 2014.

SITE SUMMARY

SITE AREA:	7.64 ACRES	332,764.97 S.F.

PROPOSED BUILDINGS:

GROCERY	± 30,896 S.F.
SHOPS 'A'	± 8,436 S.F.
SHOPS 'B'	± 12,000 S.F.
BANK	± 3,000 S.F.
PAD 1	± 3,500 S.F.
PAD 2	± 3,500 S.F.
TIRE STORE & 8 BAY	± 10,140 S.F.
TOTAL PROPOSED BUILDING AREA:	±71,472 S.F.

PARKING DATA:

TOTAL PARKING REQUIRED: ± 71,472 S.F. @ 5.5/1000 S.F.	393 STALLS
TOTAL PARKING PROVIDED:	366 STALLS
PARKING RATIO PROVIDED:	5.1/1000 S.F.

Source: McKently Malak Architects

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Figure 3
Site Plan
PMC®

II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

The Eastvale General Plan was adopted in 2012 and can be found on the City's website at www.eastvaleca.gov. As described previously, the General Plan land use designation for the project site is Commercial Retail (CR), which allows the development of commercial retail uses at a neighborhood, community, and regional level, as well as professional office and visitor-oriented commercial uses. The allowed floor area ratio (FAR) for this land use designation is 0.20 to 0.35.

The City's Zoning Code was adopted in 2013 and can be found on the City's website at www.eastvaleca.gov. The project site is zoned Scenic Highway Commercial (C-P-S), which allows numerous commercial uses including grocery stores, tire sales and service operations, banks and financial institutions, restaurants, including fast-food restaurants with drive-through operations, and small-scale retail uses.

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

B. PHYSICAL SETTING

According to the Phase I Environmental Site Assessment report prepared by Leighton and Associates, Inc. (2014a), the project site is vacant and is characterized as roughly graded as a result of past dairy and agricultural use. Vegetation consists of low-growing, weedy annual species. There are no buildings or other improvements on the project site.

The site's public frontage on all sides has been improved with curb, gutter, and sidewalk as well as street lighting. Limonite Avenue is designated as an Urban Arterial (152-foot right-of-way) in Figure C-1 of the General Plan Circulation Element (City of Eastvale 2012a). The roadway is currently developed with a painted median that would prohibit left turns onto the project site by eastbound traffic. Sumner Avenue is designated as a Major Street (118-foot right-of-way). Sumner Avenue is also developed with a painted median that would prevent left turns onto the project site from southbound traffic.

Adjacent to the northwestern and southeastern corners of the project site, short segments of concrete block sound wall have been constructed where existing residential units immediately about the site.

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1.	**Project Title**	Eastvale Marketplace
2.	**Lead Agency Name and Address**	City of Eastvale 12363 Limonite Avenue, Suite 910 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Kanika Kith; (951) 361-0900, ext. 1301
4.	**Project Location**	Northeast corner of intersection of Limonite Avenue and Sumner Avenue (APN 164-030-019-8)
5.	**Project Sponsor Name and Address**	Evergreen Devco, Inc. Dana Dragon 2390 E. Camelback Road, Suite 410 Phoenix, AZ 85016
6.	**General Plan Designation Existing**	Commercial Retail (CR)
	General Plan Designation Proposed	Commercial Retail (CR)
7.	**Zoning Existing**	Scenic Highway Commercial (C-P-S)
	Zoning Proposed	Scenic Highway Commercial (C-P-S)
8.	**Description of Project**	The proposed project consists of a ±71,472-square-foot neighborhood retail center with multi-tenant and single-tenant buildings and associated parking facilities. The proposed site plan is provided as **Figure 3**. The retail center would be anchored by a ±30,896-square-foot grocery store located at the northeast corner of the site. The retail center would also feature a ±10,140-square-foot, 6-bay tire store at the site's northern end, a ±3,000 square-foot-bank with drive-up access at the site's southeastern corner, two 3,500-square-foot fast-food restaurants with drive-through windows, and two additional retail buildings totaling ±20,436 square feet. The site would be accessed via two driveways, one located on Limonite Avenue and one on Sumner Avenue, as well as by two pedestrian connections from Valencia Street.

9. Surrounding Land Use Designations and Zoning

North	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Developments (PRD)
East	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Developments (PRD)
South	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Developments (PRD)
West	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Developments (PRD)

10. Other Required Public Agency Approval

- 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)
- Southern California Edison (SCE) – trail improvement

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ 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

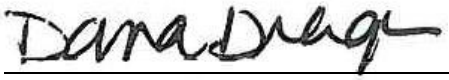
June 19, 2015

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.



June 19, 2015

Signature — Date

Dana Dragon

Printed Name

IV. ENVIRONMENTAL ANALYSIS

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

DISCUSSION

a) **No Impact.** Scenic vistas include natural features such as topography, watercourses, rock outcroppings, natural vegetation, and historic buildings. The area surrounding the project site is fully developed with suburban residential uses. Neither the project site nor the surrounding areas contain any unique visual features that could represent a scenic vista. Furthermore, there are no scenic vistas identified in the General Plan on or near the project site. Significant scenic resources in the region include the Santa Ana River and the Santa Ana Mountains. The project site is located over 2 miles from the river and, because Eastvale is essentially flat, the proposed project would have no potential to obscure views of either the river or the mountains from other properties. There would be no impact.

b) **No Impact.** The project site is not located in the vicinity of any highways that have been officially designated or are eligible for official designation as a state scenic highway (Caltrans 2013). The nearest scenic highway to the project site is State Route (SR) 71, which is located approximately 5 miles southwest of the site. In addition, the project site does not include any scenic resources such as trees, rock outcroppings, or historic buildings. There would be no impact to scenic resources or highways.

c) **Less Than Significant Impact.** The project site is characterized as roughly graded vacant land covered with low-growing ruderal vegetation that is devoid of unique visual features. Additionally, the site is surrounded by suburban development and is designated and zoned for commercial retail development. Although the proposed project would substantially change the existing character of the site from vacant land to commercial retail development, it would be a logical extension of and

visually compatible with existing commercial development along Limonite Avenue. Furthermore, the project will be subject to the Eastvale Design Standards and Guidelines, which will ensure that the development exhibits high quality, visually appealing architecture, building materials, color palette, and landscaping and visually screens parking areas, loading docks, storage areas, and utilities. Therefore, the proposed project would not substantially degrade the visual character or quality of the project site. This impact would be less than significant.

d) **Less Than Significant Impact.** The project site is currently vacant and does not generate any light or glare. Existing pole-mounted streetlights along its Limonite and Sumner avenues are off of the project site and part of standard city roadway improvements. The proposed development would include exterior lighting commonly associated with a retail center including pole-mounted parking lot lighting, security lighting, light escaping through building windows and doors, vehicle headlights, and illuminated signage. In addition, reflective building materials such as window glass and vehicle windshields could create sources of daytime glare. These would each represent a new source of light or glare in the area.

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

e) **No Impact.** As stated in Ordinance 655, lighting is only considered to be a potential impact to the Mount Palomar Observatory if the project is located in Zone A (15 miles of the observatory) or Zone B (45 miles of the observatory). The project site is not located in either Zone A or Zone B. The proposed project site is located approximately 59 miles from the Mount Palomar Observatory and therefore is not subject to the lighting restrictions contained in Ordinance 655. No impact would occur.

STANDARD CONDITIONS & 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) **No Impact.** The project site is designated by the Farmland Mapping and Monitoring Program (DOC 2015) as Urban and Built-Up Land. Therefore, implementation of the proposed project would not result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. There would be no impact.

b, c) **No Impact.** The project site is zoned Scenic Highway Commercial (C-P-S), which does not permit any agricultural or forestry uses. Additionally, the site is not subject to a Williamson Act contract and does not meet the definition of forestland or timberland. Therefore, the proposed project would not conflict with zoning for agricultural or forestry use or a Williamson Act contract, and there would be no impact.

d) **No Impact**. The project site is devoid of trees and surrounded by suburban development. As such, it does not meet the definition of forestland as defined in Public Resources Code Section 12220(g). Therefore, implementation of the proposed project would not result in the loss or conversion of any forestland. There would be no impact.

e) **No Impact.** The project site is located in a fully developed area of the city and is zoned for commercial retail development. Implementation of the proposed project would have no effect on farmland or forestland located elsewhere in the city. There would be no impact.

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 (i.e., ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$)). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health.

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 SCAG's 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 2012 AQMP assumed that development near residential projects, like the proposed project, will be constructed in accordance with population growth projections identified by SCAG in its 2012 Regional Transportation Plan/Sustainable Communities Strategy. 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 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 b) 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 and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to forecast future air quality for the AQMP. Development consistent with the growth projections in the City of Eastvale General Plan is considered to be consistent with the Air Quality Management Plan. The proposed project is consistent with the land use designation and development density presented in the City of Eastvale General Plan and therefore would not exceed the growth projections used by the SCAQMD to develop the Air Quality Management Plan. Thus, no impact would occur, as the project is consistent with both criteria.

b) **Less Than Significant Impact.** As discussed previously, the project site is located in 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.

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emission rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The proposed project would be subject to SCAQMD rules and regulations to reduce fugitive

dust emissions and to mitigate potential air quality impacts, specifically Rule 403 (Fugitive Dust). Rule 403 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 workday to remove soil tracked onto the paved surface.

f. A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.

The estimated maximum daily construction emissions, accounting for SCAQMD Rule 403, are summarized in **Table 3-1**. Detailed construction model outputs are presented in **Appendix 3**.

Table 3-1
Maximum Short-Term Construction Emissions (Pounds per Day)

Construction Phase	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Site Preparation	5.13	54.71	42.12	0.03	9.97	6.53
Grading	3.71	38.50	26.92	0.02	4.76	3.33
Building Construction	4.03	32.01	26.85	0.03	2.84	2.13
Paving	2.18	22.4	15.66	0.02	1.37	1.19
Painting	8.10	2.45	2.90	0.00	0.32	0.22
Maximum Daily Emissions[1]	**14.34**	**56.92**	**45.43**	**0.07**	**9.98**	**6.53**
SCAQMD Threshold	75.00	100.00	550.00	150.00	150.00	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**NA**

*Source: CalEEMod 2013.2.2. See **Appendix 3**. Modeling also accounts for SCAQMD Rule 403 (Fugitive Dust), including applying water on the project site, employing wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.*
1. Maximum daily emissions account for construction phase overlap. Building construction, paving, and painting assumed to occur simultaneously.
Notes: ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SOx = sulfur oxide; 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.

As shown, emissions resulting from project construction would not exceed any criteria pollutant thresholds established by the SCAQMD. Therefore, a less than significant impact would occur.

Construction-Related Localized Air Quality Impacts

The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute to or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as localized significance thresholds (LSTs), which 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 at the nearest residence or sensitive receptor.

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

The SCAQMD established localized significance thresholds in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. The SCAQMD states that lead agencies can use the localized significance thresholds as another indicator of significance in air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted localized significance thresholds that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology.

The SCAQMD has produced look-up tables for projects that disturb less than or equal to 5 acres daily and has also issued guidance on applying CalEEMod to LSTs. 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 3-2** is used to determine the maximum daily disturbed acreage for comparison to LSTs.

Table 3-2
Equipment-Specific Grading Rates

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractor	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	2.0
				Total Acres Graded per Day	**4.0**
				Applicable LST Mass Rate Look-Up Table	4.0 acres

*Source: CalEEMod 2013.2.2. See **Appendix 3**.*

For this project, the appropriate source receptor area (SRA) for the localized significance thresholds is the Metropolitan Riverside County area (SRA 23) since this area includes the project site. Localized significance thresholds apply to CO, NO_2, PM_{10}, and $PM_{2.5}$.

The SCAQMD's methodology clearly states that "off-site mobile emissions from the project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis, only emissions included in the CalEEMod "on-site" emissions outputs were

considered. The nearest existing sensitive receptors to the development boundaries are located adjacent to the proposed project in all directions. The LST methodology explicitly states, "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." As such, LSTs for receptors at 25 meters are used in this analysis.

Table 3-3 presents the results of localized emissions during construction activity. The required implementation of SCAQMD Rule 403 would reduce PM_{10} and $PM_{2.5}$ emissions during construction. **Table 3-3** identifies the Rule 403–controlled localized impacts at the nearest receptor location in the vicinity of the project site.

Table 3-3
Localized Significance Summary – Construction (Pounds per Day)

Activity	NOx	CO	PM_{10}	$PM_{2.5}$
Maximum Daily Emissions (on-site)	**54.63**	**41.10**	**9.80**	**6.50**
SCAQMD Localized Threshold	270	1,577	13	8
Significant?	**No**	**No**	**No**	**No**

*Source: CalEEMod 2013.2.2. See **Appendix 3**. Modeling also accounts for SCAQMD Rule 403 (Fugitive Dust), including applying water on the project site, employing wheel washing systems, sweeping adjacent streets daily, and reestablishing vegetation on inactive portions of the site.*

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

For the reasons identified, construction-related air quality impacts are considered to be less than significant.

Operational Emissions

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

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

Operational-source emissions are summarized in **Table 3-4**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

Table 3-4
Long-Term Unmitigated Operational Emissions (Pounds per Day)

Emissions Source	ROG	NOx	CO	SOx	PM_{10}	$PM_{2.5}$
Summer						
Area Source Emissions	5.01	0.00	0.04	0.00	0.00	0.00
Energy Use Emissions	0.07	0.67	0.56	0.00	0.05	0.05
Vehicle Emissions	24.21	44.18	175.51	0.35	23.86	6.78
Total	**29.30**	**44.85**	**176.12**	**0.36**	**23.86**	**6.78**
Winter						
Area Source Emissions	5.01	0.00	0.04	0.00	0.00	0.00
Energy Use Emissions	0.07	0.67	0.56	0.00	0.05	0.05
Vehicle Emissions	23.74	45.68	177.24	0.33	23.82	6.73
Total	**28.83**	**46.36**	**177.86**	**0.33**	**23.87**	**6.78**
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	**No**	**No**	**No**	**No**	**No**	**NA**

*Source: CalEEMod 2013.2.2. See **Appendix 3**.*
Notes: ROG = reactive organic gas; NOx = oxides of nitrogen; CO = carbon monoxide; SO_X = sulfur oxide; 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

According to the SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact. Nonetheless, for the purpose of full disclosure, **Table 3-5** shows the calculated emissions for the proposed operational activities compared with the appropriate LSTs.

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 3-5** include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of approximately 1 mile or 5,280 feet; thus, the 5 percent assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed applicable LSTs.

Table 3-5
Operational Local Significance Threshold (LST) Impacts (Pounds per Day)

Emissions Source	Nitrogen Oxide	Carbon Monoxide	PM_{10}	$PM_{2.5}$
On-Site Emissions	**2.33**	**8.86**	**1.19**	**0.33**
LST Thresholds	270	1,577	4	2
Significant Emissions?	No	No	No	No

*Source: CalEEMod 2013.2.2. See **Appendix 3**.*

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 3-1, 3-3**, **3-4**, and **3-5**).

c) **Less Than Significant Impact.** Related projects could contribute to an existing or projected air quality exceedance because the SoCAB is currently nonattainment for O_3, PM_{10}, and $PM_{2.5}$. With regard to determining the significance of the cumulative contribution from the project, the SCAQMD recommends that any given project's potential contribution to cumulative impacts be assessed using the same significance criteria as for project-specific impacts. Therefore, individual projects that do not generate operational or construction emissions which exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project will not exceed the applicable SCAQMD regional thresholds for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact.

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

Air Toxic Concentrations

As discussed in Issue b) above, results of the LST analysis, which were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities, indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subject to significant air toxic impacts during construction on the project site. Results of the LST analysis also indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Carbon Monoxide

CO "hot-spots" analysis is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in

exceedances of the California or national ambient air quality standards (CAAQS or NAAQS). It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when idling at intersections. Vehicle emissions standards have become increasingly more stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

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

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

The proposed project would not produce the volume of traffic required to generate a CO hot spot in the context of the 2003 Los Angeles hot-spot study (see subsection 16, Transportation/Traffic, of this IS/MND). Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

e) **Less Than Significant Impact.** The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction

and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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?		✓		

ENVIRONMENTAL SETTING

A PMC biologist conducted an evaluation of the project to characterize the environmental setting on and adjacent to the proposed project. The evaluation involved a reconnaissance-level site visit on May 21, 2015, and 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 (USFWS) Information Planning and Conservation (IPaC) System (2015a)

- USFWS Critical Habitat Portal (2015b)

- California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) (2015)

- California Native Plant Society (CNPS) Inventory of Rare, Threatened, and Endangered Plants of California (2015)

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 was conducted to identify processed and unprocessed occurrences for special-status species within the Corona North, California, US Geological Survey (USGS) 7.5-minute quadrangle and the eight adjacent quadrangles (Prado Dam, Riverside West, Black Star Canyon, Corona South, Lake Mathews, Ontario, Guasti, and Fontana). Lastly, the CNPS database was queried to identify special-status plant species with the potential to occur in the aforementioned quadrangles.

The project site is characterized as disturbed/developed and does not support any native vegetation or soil types. Aerial imagery reveals that the site has been disturbed through past grading and weed abatement activities. Vegetation consists of low-growing, weedy annual species.

The proposed project site is located within the Eastvale Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) planning area (RCA 2004). 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 Section 2050 et seq.; 14 California Code of Regulations [CCR] Section 670.1 et seq.)

3. Designated as Species of Special Concern by the CDFW

4. Designated as Fully Protected by the CDFW (FGC Sections 3511, 4700, 5050, and 5515)

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

The query of the USFWS, CNPS, and CNDDB databases revealed several special-status species with the potential to occur in the project vicinity. **Table 4-1**, included 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.** The project site has the potential to support only one special-status wildlife species, burrowing owl (*Athene cunicularia*). Given the site's disturbed nature and because it is surrounded by urban land uses, no other special-status plants and/or wildlife have the potential to occur on the project site.

An extant burrowing owl population is located 0.8 miles north of the project site, and individuals could move between this area and the project site. Although no sign of burrowing owl was found during the site visit due to a perimeter fence preventing access to the site, the project may result in the loss of burrowing owl through destruction of active nest sites and/or incidental burial of adults, young, and eggs should they become established on-site. Implementation of mitigation measure **BIO-1** would reduce these impacts to less than significant.

Because the majority of the project site occurs on Delhi fine soils, the site is required to be assessed for its potential to support Delhi sands flower-loving fly. The MSHCP defines appropriate habitat for this species as Delhi soils co-occurring with coastal sage scrub, grassland, and alluvial fan sage scrub (prime habitat) and Delhi soils co-occurring with agriculture (restorable habitat). The Delhi sands flower-loving fly is mainly found in relatively intact, open, sparse, native habitats with less than 50 percent vegetation cover (USFWS 1997). Three native indicator plants with which the fly closely associates are common buckwheat (*Eriogonum fasiculatum*), telegraph weed (*Heterotheca grandiflora*), and croton (*Croton californicus*) (USFWS 1997). Reviewing historic aerial imagery of the project site revealed it was cleared and graded when the surrounding homes were being built. The site visit further revealed the presence of non-native soils, likely from placement of fill material on-site during prior land conversion activities. Due to the heavy disturbance and the lack of necessary native vegetation and soils, the project area does not qualify as suitable habitat. The project site is also too degraded to qualify as restorable habitat. Therefore, the project is consistent with Objective 1A of the MSHCP, and surveys for the Delhi sands flower-loving fly are not required.

The only special-status species with the potential to occur on the project site is covered under the MSHCP. A standard condition for the proposed project includes payment of mitigation fees to comply with the overlying MSHCP. Adherence to this standard, along with implementation of mitigation measure **BIO-1**, will ensure that impacts to burrowing owl are fully mitigated to a less than significant level.

Habitats on 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 herbaceous 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. Incorporation of mitigation measure **BIO-2** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

b) **No 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 Fish and Game Code Section 1600; (e) areas regulated under Clean Water Act Section 404; and (f) areas protected under local regulations and policies (MSHCP). No riparian habitat or other sensitive natural communities occur within the project boundaries. Therefore, no impact will occur as a result of the project.

c) **No Impact.** No waters of the State or of the United States occur within the project boundaries; therefore, no impact to federally protected wetlands will occur as a result of project implementation.

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. The MSHCP addresses wildlife movement at a regional scale through established linkages (corridors) between core habitat areas. However, the project is not located within a core or linkage 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.** No trees are growing on the project site. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.

f) **Less Than Significant Impact With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Eastvale is a permittee (i.e., signatory). Although the project site is located within the MSHCP Plan Area, it is not located in a Criteria Cell. Since the site is not located in a Criteria Cell, there are no conservation requirements on the property. The project site is 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 addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. The project site does not support riverine/riparian habitat or vernal pools. Therefore, no impacts to riparian, riverine, or vernal pool species will occur and the project will be consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3: Section 6.1.3 sets forth survey requirements for certain narrow endemic plants where appropriate soils and habitat are present. The project site is located within the Narrow Endemic Plant Species Survey Area. Due to the disturbed nature of the habitat and the presence of non-native soils, no special-status species have the potential to occur on-site; therefore, no impacts to narrow endemic plant species 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 site is not located within a Criteria Area Species Survey Area. However, the project site is located within the Burrowing Owl Survey Area. Therefore, a habitat assessment should be conducted by a qualified biologist to determine whether the site has the potential to be appropriate habitat for burrowing owl. If suitable habitat is not found on

the project site, no further surveys are needed. If burrows and/or suitable habitat for burrowing owls are found, three separate focused surveys must be conducted during the nesting season to determine the presence or absence of burrowing owls. Preconstruction surveys are to be conducted if the site contains burrows or suitable habitat whether burrowing owls were found in previous surveys or not. Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl must be conducted within 500 feet of the project work areas, where feasible. Surveys are to be conducted for all covered activities through the life of the building permit and will be conducted within 30 days of any vegetation removal or ground disturbance. All occupied burrows will be mapped on an aerial photo. Take of active nests will be avoided during construction. If construction is delayed or suspended for more than 30 days after the survey, the work area must be resurveyed. If burrowing owls are found to be present on-site, the project applicant is required to develop a conservation strategy in cooperation with the CDFW and the Regional Conservation Authority in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (2012). Implementation of mitigation measure **BIO-1** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level. Thus, the project would be consistent with Section 6.3.2 of the MSHCP.

Consistency with MSHCP Section 6.1.4: Section 6.1.4 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. Thus, the project would be consistent with Section 6.1.4 of the MSHCP.

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 in the MSHCP mitigation fee area (Riverside County Ordinance 810.2). A standard condition for the proposed project includes the payment of these fees to comply with the MSHCP.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

BIO-1 A habitat assessment shall be conducted by a qualified biologist to determine whether the site has the potential to be appropriate habitat for burrowing owl. If suitable habitat is not found on the project site, no further surveys are needed. If burrows and/or suitable habitat for burrowing owls are found, three separate focused surveys shall be conducted during the nesting season to determine the presence or absence of burrowing owls. Preconstruction surveys shall be conducted if the site contains burrows or suitable habitat whether burrowing owls were found in previous surveys or not. Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl shall be conducted within 500 feet of the project work areas, where feasible. Surveys shall be conducted for all covered activities through the life of the building permit and will be conducted within 30 days of any vegetation removal or ground

disturbance. All occupied burrows will be mapped on an aerial photo. Take of active nests will be avoided during construction. If construction is delayed or suspended for more than 30 days after the survey, the work area shall be resurveyed. If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW and the Regional Conservation Authority in accordance with the CDFW's Staff Report on Burrowing Owl Mitigation (2012).

Timing/Implementation: *Within 30 days prior to any vegetation removal or ground-disturbing activities*

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

BIO-2 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (September 1–January 14), where feasible. If clearing and/or construction activities occur during the nesting season (January 15–August 31), preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, no more than 3 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone, where feasible, 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 exclusionary zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusionary zones may be established through consultation with the CDFW and the USFWS, as necessary. The exclusionary zones shall remain in place until all young have fledged or the nest is deemed inactive by a qualified biologist.

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

If construction activities and 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 Department and Public Works Department*

SIGNIFICANCE OF IMPACT AFTER MITIGATION

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

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) **No Impact**. The project site does not contain any structures and has been graded and otherwise disturbed through past agricultural practices. Therefore, there would be no impact to historic resources as a result of the proposed project.

b, c) **Less Than Significant Impact With Mitigation Incorporated.** Although the project site has been heavily disturbed through previous agricultural operations and grading, previously undiscovered subsurface cultural and/or paleontological resources could be present on the site. Implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of such resources. Implementation of mitigation measures **CUL-1** through **CUL-4** would reduce this impact to a less than significant level.

d) **Less Than Significant Impact**. Implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on nonfederal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC), which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of

the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a less than significant level.

STANDARD CONDITIONS & REQUIREMENTS

1. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. 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.

MITIGATION MEASURES

CUL-1 If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist. Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and the qualified archaeologist determines the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-3**.

This mitigation measure shall be incorporated in all construction contract documentation.

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

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

CUL-2 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 activities*

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

CUL-3 At least 30 days prior to seeking a grading permit, the applicant shall coordinate with 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. If subsurface archaeological resources are discovered during grading related to development associated with the project, 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. 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 Planning Director's decision shall be appealable to the City of Eastvale (Planning Commission and City Council).

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

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

CUL-4 If paleontological resources are encountered during grading or construction activities related to the proposed development, all work in the area of the find shall cease. The project applicant shall notify the City of Eastvale, and a qualified paleontologist shall evaluate the find(s) and recommend appropriate next steps to ensure that the resource(s) is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The qualified paleontologist shall make recommendations as to the paleontological resource's disposition to the City's Planning Director. The project applicant shall pay for all required treatment and storage of the discovered resources.

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

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of the mitigation measures **CUL-1** through **CUL-4** would ensure that any cultural, archaeological, and/or paleontological resources inadvertently discovered during project grading or construction activities would be protected consistent with a Cultural Resources Treatment and Monitoring Agreement prepared for the project and with the recommendations of a qualified archaeologist and/or paleontologist.

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

DISCUSSION

A geotechnical engineering report was prepared for the project site in September 2007 by Geotechnical Solutions, Inc. The following analysis is based primarily on this report. The full report is provided as **Appendix 6**.

a)

i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the

most easily avoided seismic hazard (CGS 2014). An "active" fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The 1994 Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy.

The project site is not located within an Earthquake Fault Zone as mapped by the California Geological Survey. Furthermore, no active faults were observed during the investigation performed by Geotechnical Solutions (2007, p. 4). The closest mapped active fault that could affect the site is the Chino fault zone, located approximately 6.8 miles west of the site. Therefore, the potential for fault ground rupture at the site is considered very low. Although no active faults traverse the project site, all new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act as well as with the California Building Standards Code (CBSC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Additionally, the City of Eastvale codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.). There would be no impact.

ii) **Less Than Significant Impact With Mitigation Incorporated.** According to Geotechnical Solutions (2007, p. 4), the project site is considered a seismically active area, as is most of California. Seismic risk for the project site is considered relatively high as compared to other areas of Southern California because of the proximity to the active Chino and San Jacinto fault zones and their related fault splays. The site may also be affected by activity on other active faults such as the Elsinore, Whittier, San Andreas, or any of many other active or potentially active faults in Southern California. Thus, it should be anticipated that the site will experience moderate to strong ground shaking in the near future.

However, the proposed development would be subject to the CBSC seismic design force standards for the Eastvale area. Compliance with these standards, as well as with the recommendations provided in the geotechnical engineering report prepared for the project site, would ensure that the structures and associated improvements are designed and constructed to withstand expected seismic activity and associated potential hazards, including strong seismic ground shaking and seismic-induced ground failure (i.e., liquefaction, lateral spreading, landslide, subsidence, and collapse), thereby minimizing risk to the public and property. Implementation of condition of approval 1 and mitigation measure **GEO-1** would reduce this impact to a less than significant level by requiring the proposed applicant to incorporate these standards and recommendations.

iii) **Less Than Significant Impact.** The site is not in a zone mapped as requiring evaluation of earthquake-inducted liquefaction potential. Due to the relatively dense and cohesive nature of the native and fill pad soils, high blow counts encountered at the site, and the appreciable depth to groundwater, liquefaction potential at the site is considered to be low(Geotechnical Solutions 2007, p. 7). The reader is also referred to Issue 6(a)(ii) above. This impact would be less than significant.

iv) **No Impact.** The site is not in a zone mapped as requiring evaluation of earthquake-induced landsliding potential. Due to the relatively flat nature of the area, no landslides are present or would be anticipated at the site (Geotechnical Solutions 2007, p. 7). This impact would be less than significant.

b) **Less Than Significant Impact.** Proposed construction activities would include clearing the site of debris and/or vegetation, soil excavation, grading, asphalt paving, building construction, and landscaping. Such activities would disturb site soils, exposing them to the erosive effects of wind and water. However, all construction activities related to the proposed project would be subject to compliance with the California Building Standards Code. Additionally, the proposed development would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this IS/MND). Compliance with the CBSC and the NPDES would minimize the effects of erosion and would ensure consistency with the Water Quality Control Plan of the Santa Ana Regional Water Quality Control Board (1995), which establishes water quality standards for the groundwater and surface water of the region. Additionally, the project applicant would be required to comply with Chapter 14.12, Stormwater Drainage System Protection Regulations, of the City of Eastvale Municipal Code, which requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. Furthermore, the displacement of soil through cut and fill would be controlled by Chapter 33 of the 2013 CBSC related to grading and excavation, other applicable building regulations, and standard construction techniques.

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

The City routinely requires the submittal of detailed erosion control plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with grading and overexcavation of the site. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rule 403. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion are considered less than significant with the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan. Compliance with these existing regulations that are intended to minimize soil erosion and sedimentation would reduce this impact to a less than significant level.

c) **Less Than Significant Impact With Mitigation Incorporated.** The geotechnical engineering report prepared for the project site (Geotechnical Solutions 2007, p.13) concluded that the project site is

suitable for development as a retail center provided the specific recommendations are incorporated into project design and construction. Implementation of mitigation measure **GEO-1** would reduce this impact to a less than significant level by requiring the proposed development to incorporate these recommendations.

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. Laboratory testing of soil samples collected from the site indicate that the underlying soils are non-expansive (Geotechnical Solutions 2007, p. 10). Therefore, there would be no impact.

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 or other alternative wastewater disposal system. There would be no impact.

STANDARD CONDITIONS & REQUIREMENTS

1. The project shall comply with the California Building Standards Code and the City of Eastvale's grading requirements in Municipal Code Section 130.08.040.

MITIGATION MEASURES

GEO-1 The project applicant shall incorporate the recommendations of the geotechnical engineering report dated September 7, 2007, prepared by Geotechnical Solutions, Inc., or as approved by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineer activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

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*

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Adherence to the City of Eastvale Municipal Code for grading (Section 130.08.040) and implementation of mitigation measure **GEO-1** would ensure that the design and construction of the project is consistent with the recommendations provided in the geotechnical engineering report prepared for the project site.

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 during its construction). 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 GHG emissions 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. Operational activities associated with the proposed project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; solid waste; and water supply, treatment, and distribution.

Area sources would result in GHG emissions generated from landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain project landscaping. Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions. GHG emissions would also result from mobile sources associated with the project. These mobile source emissions will result from the typical daily operation of motor vehicles by visitors, employees, and residents. Project mobile source emissions are dependent on overall daily vehicle trip generation. Commercial land uses would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

In order to assess the significance of a proposed project's environmental impacts, it is necessary to identify quantitative or qualitative thresholds which, if exceeded, would constitute a finding of significance. Determining a threshold of significance for a project's climate change impacts poses a special difficulty for lead agencies. Much of the science in this area is new and is evolving constantly. At the same time, neither the state nor local agencies are specialized in this area, and there are currently no state thresholds for determining whether a proposed project has a significant impact on climate change. The CEQA Amendments do not prescribe specific significance thresholds but instead leave considerable discretion to lead agencies to develop appropriate thresholds to apply to projects within their jurisdiction.

Assembly Bill (AB) 32, the Global Warming Solutions Act, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the California Legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem. AB 32 is the only legally mandated requirement for the reduction of GHG emissions. As such, compliance with AB 32 is the adopted basis upon which the agency can base its significance threshold for evaluating the project's GHG impacts.

Therefore, the proposed project is compared to the emissions reductions goals of AB 32 to assess the significance of GHG emissions. In 2008, CARB adopted the AB 32 Scoping Plan to achieve the goals of AB 32, which determined that achieving the 1990 emission level would require a reduction of GHG emissions of approximately 29 percent below what would otherwise occur in 2020 in the absence of new laws and regulations (referred to as "business as usual" or BAU).[1] However, CARB has since released revised estimates of the expected 2020 emissions reductions which were updated to account for the economic downturn since 2008 as well as reduction measures already approved and put in place. This reduced the projected 2020 emissions and thereby revised the BAU reduction necessary to achieve AB 32's goal of reaching 1990 levels by 2020 to 21.7 percent. (CARB also provided a lower 2020 inventory forecast that took credit for certain State-led GHG emission reduction measures already in place. When this lower forecast is considered, the necessary reduction from BAU needed to achieve the goals of AB 32 is approximately 16 percent.)

The proposed project is compared to the achievement of at least a 21.7 percent reduction in GHG emissions as compared to BAU in order to provide a conservative assessment. In order to ascertain the achievement of a 21.7 percent reduction compared to BAU, quantification of the GHG emissions projected from the anticipated buildout scenario under the year 2020 conditions is required. A project that is demonstrated to have reduced or mitigated its GHG emissions by at least 21.7 percent compared to BAU, consistent with GHG emissions reduction targets established in the CARB AB 32 Scoping Plan, would be determined to have a less than significant individual and cumulative effect on global climate change.

As shown in **Table 7-1**, the project could produce 5,761.5 metric tons of CO_2e annually under BAU conditions, primarily from motor vehicles that travel to and from the site. This would contribute to a net increase in GHGs from the proposed project. For purposes of this analysis, the total emissions of 5,761.5 metric tons of CO_2e per year are considered the BAU figure.

[1] Business as usual (BAU) is the project's estimated GHG emissions level in 2020 under the assumption that consumption patterns and efficiencies are maintained at their 2005 levels. Under a BAU scenario, state, regional, and project-level efforts to reduce GHG emissions are not taken into consideration; rather, the BAU assumes the Year 2005 status quo.

Table 7-1
GHG Emissions Under BAU Operations (Metric Tons per Year)[1]

Emissions Source	CO_2e
Amortized Construction	31
Area Source (landscaping, hearth)	0
Energy[2]	589
Mobile	5,015.5
Waste	80
Water/Wastewater	46
Total	**5,761.5**

*Source: CalEEMod 2013.2.2 (see **Appendix 7**).*

Notes:

1. *BAU emissions projections account for development-generated emissions without any greenhouse gas reduction measures; i.e., emissions presented are not adjusted for future improved CAFÉ standards (Pavley I) and Low Carbon Fuel Standards, the 2011 Renewables Portfolio Standard, or the 2013 Building Energy Efficiency Standards.*
2. *The Southern California Edison Year 2005 emissions factors of 654.19 pounds of CO_2 per megawatt, 0.028 pounds of CH_4 per megawatt, and 0.006 pounds of N_2O per megawatt of energy generated (UCSB Utility & Energy Services 2012) was used to account for energy-related BAU GHG emissions.*

Several State-led GHG emissions–reducing regulations have recently taken effect, and changes to regulations will continue to take effect into the near future that will substantially reduce GHG emissions. For instance, implementation of AB 1493 (the Pavley Standard) (Health and Safety Code Sections 42823 and 43018.5) and the Low Carbon Fuel Standard (LCFS) will significantly reduce the amount of GHGs emitted from passenger vehicles by the year 2020. The Pavley Standard is aimed at reducing GHG emissions from noncommercial passenger vehicles and light-duty trucks of model years 2009–2016 by requiring increased fuel efficiency standards of automobile manufacturers, and the LCFS requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California. The anticipated reduction associated with the Pavley Standard and the LCFS represent 1,430.5 fewer metric tons per year of GHGs attributed to the project (see **Table 7-2**).

The electricity provider for Eastvale, Southern California Edison (SCE), is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020, which will have the effect of reducing GHG emissions generated during energy production. For example, from 2005 to 2013, SCE increased its purchase of renewable source-generated electricity levels from 5 percent to 22 percent (CEC 2015; SCE 2006). Largely due to this strategy, SCE's reduction of its greenhouse gas emission intensity factor between BAU and the development of the proposed project would result in 100.5 fewer metric tons per year of GHGs (9 fewer metric tons per year attributed to water/wastewater conveyance) as shown in **Table 7-2**. In addition, the California Energy Commission recently adopted changes to the 2013 Building Energy Efficiency Standards contained in the California Code of Regulations, resulting in standards that are 25 percent more efficient than previous standards for construction. Due to the 2013 Building Energy Efficiency Standards, the project would generate 22 fewer metric tons per year of GHGs, as shown in **Table 7-2**.

Table 7-2
GHG Reductions from Application of Recent Regulations (2020 Conditions)

Reduction Source	CO_2e Emissions Reductions (metric tons/year)
State-Led GHG Reducing Regulations	
AB 1493 (Pavley) and Low Carbon Fuel Standard[1]	-1,430.5
2011 Renewables Portfolio Standard[2]	-100.5
2013 Building Energy Efficiency Standards[3]	-22
Total	**-1,553**

Notes:

1. *Emissions reductions from AB 1493 and the LCFS are derived from the difference between 2005 automobile emissions factors and 2020 automobile emissions factors contained in CalEEMod version 2013.2.2.*
2. *Emissions reductions from the RPS are derived from the difference between SCE's BAU emissions intensity factor of 654.19 pounds of CO_2 per megawatt, 0.028 pounds of CH_4 per megawatt, and 0.0062 pounds of N_2O per megawatt of energy generated and SCE's projected 2017–2020 CO_2 emission intensity factor of 490.64 pounds of CO_2 per megawatt, 0.021 pounds of CH_4 per megawatt, and 0.004 pounds of N_2O per megawatt of energy generated (UCSB Utility & Energy Services 2012).*
3. *Emissions reductions from the 2013 Building Energy Efficiency Standards are derived from CalEEMod version 2013.2.2.*

*Data output is included as **Appendix 7**.*

State-led GHG reduction measures such as Pavley, the Low Carbon Fuel Standard, the RPS, and the California Green Building Standards would reduce project GHG emissions by 26.9 percent compared with BAU, which is beyond the 21.7 percent reduction threshold. **Table 7-3** provides a summary of project GHG reductions attributable to state regulations determining the percentage reduction needed to achieve compliance with AB 32.

Table 7-3
Summary of GHG Reductions (2020 Conditions)

Emissions Reduction Summary	CO_2 Emissions (Metric Tons/Year)
Total Business-as-Usual (BAU) Emissions	**5,761.5**
State-Led Regulatory Reduction	-1,553
Project Emissions After Reductions	**4,208.5**
Percentage Reduction from Business as Usual	26.9
Percentage Reduction Threshold for Less Than Significant Determination	21.7

The GHG emissions from the project are projected to result in 4,208.5 metric tons of CO_2e per year (**Table 7-3**). As projected, BAU emissions would be reduced by 26.9 percent from BAU, which is greater than the 21.7 percent threshold, so the project is considered consistent with the State of California's ability to meet its GHG reduction goals under AB 32. This impact is less than significant.

b) **Less Than Significant Impact**. To support AB 32, California is developing policy and passing legislation that seeks to control emissions of gases that contribute to climate change. The Western Riverside Council of Governments' (WRCOG) (2014) Subregional CAP establishes a community-wide emissions reduction target of 15 percent below 2010, following guidance from the California Air Resources Board and the Governor's Office of Planning and Research. Eastvale is a member agency of WRCOG, the metropolitan planning organization for western Riverside County, which

implemented a subregional CAP process on behalf of its member agencies. CARB and the California Attorney General have determined this approach to be consistent with the statewide AB 32 goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

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

For instance, the proposed on-site circulation network is intended to allow pedestrians, bicyclists, automobiles, and delivery vehicles to operate without conflict. This is done by requiring that entries and gateways into the project site are distinct, circulation patterns are simple and obvious, and paving and landscaping materials distinguish the types of circulation routes. The proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG emissions. 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

Leighton and Associates, Inc., prepared a Phase I Environmental Site Assessment (ESA) and Limited Soil Investigation in November 2014. The Phase I ESA consisted of historical property use research, a regulatory agency records search, property owner interviews, and site reconnaissance to identify

potential recognized environmental conditions on the project site. In accordance with the recommendations of the Phase I ESA, Leighton and Associates performed a postgrading methane survey for the project site in December 2014. The survey was conducted in accordance with the County of Riverside Building and Safety Department Methane Investigation Protocols. The reports are provided as **Appendices 8a** and **8b**.

a, b) **Less than Significant Impact**. The project site was used for agricultural production (row crops) from approximately 1938 to 1977. Typical agricultural practices include the use of pesticides and the application of chemical fertilizers. Based on the past agricultural use of the project site, Leighton and Associates conducted a limited soil investigation to assess the potential for impacts to the soil from organochlorine pesticides (OCPs) and arsenic from arsenical pesticides. Neither arsenic nor OCPs were detected in the samples at concentrations exceeding the applicable laboratory reporting limits.

In addition, from approximately 1977 to 2005, the project site was used as a dairy operation and the southern portion of the site contained a dairy wastewater pond. Based on this past use of the site, Leighton and Associates also conducted a postgrading methane survey to assess the potential presence of methane gas in the underlying soils. According to this survey, portions of the site have been evaluated to contain methane concentrations greater than the action level of 15,000 parts per million by volume (ppmv) set by the County of Riverside Department of Building and Safety for mitigation design engineering requirements. Based on these results, the survey report recommended the installation of sub-slab ventilation systems, trench dams, and vapor barriers in accordance with a detailed methane mitigation design, installation, and inspection in the affected areas of the project site. The report also recommended the installation of vapor plugs inside any utilities that would be open to living space atmosphere. As the current project proposes the development of commercial uses only, this recommendation would not apply. Implementation of mitigation measure **HAZ-1** would ensure that those recommendations applicable to the proposed project are incorporated into project designs in order to minimize public exposure to excess levels of methane gas.

There are no structures currently on the project site. Therefore, the project would not require any building demolition and there is minimal potential for construction workers to be exposed to asbestos-containing building materials, lead paint, or other hazardous building materials. Construction and operation of the proposed development would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. However, the transport, use, storage, and disposal of hazardous materials are strictly regulated by state and federal agencies to minimize adverse hazards from accidental release. Therefore, the proposed project would not create a significant hazard to the public or the environment related to hazardous materials. This impact would be less than significant.

c) **No Impact.** No schools are located, or proposed to be located, within one-quarter mile (1,320 feet) of the project site. The nearest public school is Harada Elementary School, located approximately one-half mile southeast of the project site (Google Earth 2015). The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. No impacts are expected.

d) **No Impact.** As part of the Phase I ESA prepared for the proposed project, a search of selected government databases was conducted using the EDR Radius Report environmental database report

system (see Appendix E of **Appendix 8a**). The project site was not listed in the database report. Therefore, there would be no impact.

e, f) **Less Than Significant Impact**. The project site is located approximately 3 miles east of Chino Airport and is within the Chino Airport Influence Area, Compatibility Zone D (County of Riverside 2008), which is regulated by the Riverside County Airport Land Use Commission (RCALUC) for airport compatibility requirements. According to the Riverside County Airport Land Use Compatibility Plan (ALUCP) (County of Riverside 2008, p. 3-10b), nonresidential uses in this compatibility zone are limited to an average of 150 people per acre of the site and up to 450 people per any single acre of the site. Based on an estimated intensity of one person per 115 square feet of gross floor area (County of Riverside 2008, p. 3-10b), the project site would be occupied by an average of 82 persons per acre (71,472 sf / 115 = 622 people / 7.64 acres = 82 people per acre). The greatest concentration of people on the site would likely be in the proposed grocery store, which would be occupied by approximately 269 people at any one time. Therefore, the proposed project would be consistent with the ALUCP and would not be considered to create a significant safety hazard for people working or visiting the project site. This impact would be less than significant.

g) **No Impact.** Access to the project site will be via Limonite Avenue and Sumner Avenue. Neither of these streets is identified as an evacuation route. As such, no impacts are identified.

h) **No Impact.** The project site is not designated as a high fire hazard area (Cal Fire 2009). The site is also located in an urbanized area served by a municipal fire department, further reducing the threat of exposure to wildfire. There would be no impact.

STANDARD CONDITIONS & REQUIREMENTS

1. A "Notice of Aircraft Overflight" shall be provided to all potential purchasers of the property and shall be recorded as a deed notice.

MITIGATION MEASURES

HAZ-1 The proposed development shall be designed and constructed consistent with the recommendations of the postgrading methane survey prepared for the project site by Leighton and Associates dated December 11, 2014 (**Appendix 8b**). All buildings constructed in areas with subsurface methane concentrations greater than the action level of 15,000 ppmv shall receive a sub-slab ventilation system, trench dams, and vapor barrier in accordance with a detailed methane mitigation design, installation, and inspection. In addition, the survey recommends that all buildings constructed in areas with subsurface methane concentrations between 1,000 and 15,000 ppmv be designed to include a 10-mil vapor retarder and seals on all utility conduit penetration points.

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*

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measure **HAZ-1**, which requires implementation of the recommendations of the postgrading methane survey prepared for the project site, would minimize potential public exposure to subsurface methane gas associated with past dairy operations on the site.

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, e) **Less Than Significant Impact.**

Construction

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

The proposed project falls under the jurisdiction of the Santa Ana Regional Water Quality Control Board (RWQCB) and drains into the Santa Ana River watershed. None of the receiving water bodies (**Table 9-1**) are designated municipal separate storm sewer systems (MS4s); however, they are designated as Tributaries to Receiving Waters, River. Stormwater draining from the site would enter the City's storm drainage system. The project is subject to the Riverside County Storm Water Permit, also issued by the RWQCB (Order No. R8-2010-003, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033) for discharges into the municipal separate storm sewer systems (MS4s) draining the county. The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed in Riverside County. The City of Eastvale is a permittee under the Santa Ana MS4 Permit. This permitting program includes inspections of construction sites, commercial facilities, and municipal stormwater inspections, development of BMPs for existing development, comprehensive water quality monitoring, and assessment of stormwater program effectiveness, among other measures to meet specific water quality standards. Additionally, any discharges into MS4s require the preparation of a water quality management plan (WQMP), which identifies specific BMPs to be incorporated into the design and typically includes design measures that will minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

Project Operation

Operation of the proposed project would also contribute pollutants, such as oil, grease, and debris, to stormwater drainage flowing over the proposed parking areas and entering the City's storm drain system and downstream waterways. In addition to construction BMPs, the required SWPPP would include post-construction BMPs to treat stormwater prior to entering storm drains. Examples of post-construction BMPs may include the use of infiltration basins and vegetated swales. In accordance with Section 14.12.100, Right to Inspect, of the Eastvale Municipal Code, the proposed post-construction BMPs would be subject to City inspection to ensure proper maintenance and operation. In addition, the proposed project would be subject to Eastvale Municipal Code Title 14, Water and Sewers, Article 2, Management and Discharge Controls, which requires new development to increase permeable areas and direct runoff to permeable areas such

as swales, berms, and green strip filters. Infiltration of stormwater removes contaminants and improves water quality.

Implementation of best management practices in accordance with an improved SWPPP and compliance with existing state and local regulations would protect water quality and ensure compliance with applicable water quality standards. Therefore, impacts would be less than significant.

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

Currently, the project site is largely permeable. Construction of the proposed project would result in covering nearly the entire 7.64-acre site in impermeable surfaces including building rooftops, parking areas, driveways, and sidewalks. However, the primary areas of recharge for the Chino Groundwater Basin are areas located north and southwest of the city (JCSD 2011a, p. 35). Therefore, development of the project site would not substantially interfere with recharge of the basin.

The Jurupa Community Services District (JCSD) would provide domestic water supply service to the proposed development. The JCSD's primary water source is groundwater from the Chino Groundwater Basin, which covers a surface area encompassing 154,000 acres (240 square miles). The basin is adjudicated and has a safe yield of 140,000 acre-feet per year. Under the adjudication agreement, the JCSD can pump sufficient groundwater to meet its customers' demands. Should total pumping exceed the safe yield of the basin, an assessment is imposed to cover the cost of replenishment. A basin management plan is in place to protect the basin from overproduction. Therefore, the increased water demand of the proposed development would not cause substantially deplete groundwater levels in the Chino Groundwater Basin. This impact would be less than significant.

c, d) **Less Than Significant Impact.** The project site does not contain any streams, rivers, or other drainage features. The site is relatively level but slopes gently to the south (approximately 1 to 2 percent), draining overland to an existing drainage facility in Limonite Avenue (Geotechnical Solutions 2007, p. 1). Development of the site would involve land alterations such as excavation and grading, but would not substantially alter the drainage pattern of the site or the surrounding area.

The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, and storm drains. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As

discussed above, the proposed project would be subject to NPDES requirements, including the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP to reduce erosion and sedimentation of downstream watercourses.

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

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

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

h) **Less Than Significant Impact.** The project site is located within the inundation zone for the San Antonio Dam, an embankment flood control and debris dam on San Antonio Creek in San Bernardino County, approximately 5 miles north of Ontario. In 2007, the US Army Corps of Engineers (USACE) analyzed the current status of the dam and gave it a Dam Safety Action Class II, or DSAC II, rating. This rating indicates that safety issues were identified at the dam that don't meet industry standards, and the risk to public safety is unacceptable. The dam received this rating because of the potential for failure from foundation seepage and piping, failure of intake or channel walls under a maximum design earthquake, or failure from overtopping of a probable maximum flood. However, according to the USACE, there is no evidence to suggest an emergency situation exists or is about to occur. The USACE plans to begin an Issue Evaluation Study to further evaluate the dam. If modifications are determined to be necessary, the USACE will begin a Dam Safety Modification Study to implement such modifications. In the interim, the USACE has developed a plan to implement Interim Risk Reduction Measures including remote monitoring, inspection and monitoring, updating of the dam's Emergency Action Plan, and improvement of flood mapping downstream of the dam to ensure public safety until necessary modifications are implemented (USACE 2015). Because the facility is monitored by the USACE, the risk of inundation as a result of dam failure is considered minimal and project implementation would not expose people or structures to significant risk of flooding. This impact would be less than significant.

i) **No Impact.** Because the site is located a sufficient distance inland from the coast and at an elevation of approximately 660 feet above mean sea level, inundation by tsunami is not considered possible. Further, no large areas of impounded lakes or reservoirs could credibly impact the site, so seiche potential is also not considered possible at the project site. Finally, there are no slopes on or adjacent to the site that could result in mudflow. There would be no impacts related to inundation from tsunami or seiche waves.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board's Statewide General Construction Permit (CGP), which requires the preparation, approval, and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would include best management practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.

2. The project is subject to the Riverside County Storm Water Permit, also issued by the Santa Ana RWQCB (Order No. R8-2010-003, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033) for discharges into the municipal separate storm sewer systems (MS4s) draining the county.

3. Preparation of a Preliminary Water Quality Management Plan (WQMP).

4. Preparation of a Final WQMP.

5. Incorporation of best management practices in the WQMP.

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 project site is surrounded by suburban residential uses and would be developed as a commercial center intended to serve the surrounding neighborhoods. The site would be accessed via existing roadways and would provide dedicated pedestrian connections to the neighborhoods located north and east of Valencia Street. The project does not propose any new roadways or other linear features that could create a barrier or otherwise divide the surrounding community. There would be no impact.

b) **No Impact.** The Eastvale General Plan land use designation for the project site is Commercial Retail (CR), which allows the development of commercial retail uses at a neighborhood, community, and regional level, as well as professional office and visitor-oriented commercial uses. The allowed FAR for this land use designation is 0.20 to 0.35.

The zoning for the project site is Scenic Highway Commercial (C-P-S), which allows numerous commercial uses including grocery stores, tire sales and service operations, banks and financial institutions, restaurants, including fast-food restaurants with drive-through operations, and small scale retail uses.

As discussed in Issue e, f) in subsection 8, Hazards and Hazardous Materials,, the project would be consistent with the development intensity limitations for the project site established in the Riverside County Airport Land Use Compatibility Plan for Chino Airport (County of Riverside 2008).

The proposed project would be consistent with the current General Plan land use designation and zoning for the project site. The project would not conflict with any applicable land use plan, policy, or regulation, and there would be no impact.

c) **Less Than Significant Impact With Mitigation Incorporated.** The City of Eastvale participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The reader is referred to Issue f) in subsection 4, Biological Resources, for an evaluation of the proposed

project's consistency with this plan. This impact would be less than significant with implementation of mitigation measure **BIO-1**.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **No Impact.** The project site has no history of use as a mineral resource recovery operation and is located in a fully urbanized area of the city. Implementation of the proposed project would not result in the loss of availability of any locally important mineral resources or mineral resource recovery sites. There would be no impact.

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 With Mitigation Incorporated.** Eastvale General Plan Policy N-6 requires exterior noise levels at residential uses to be mitigated to less than 60 dBA. General Plan Policy N-7 establishes a maximum exterior noise level from non-transportation sources of 50 dBA during the nighttime hours (10 p.m. to 7 a.m.) and 60 dBA during the daytime hours (7 a.m. to 10 p.m.), respectively. General Plan Policy N-10 (see p. 10-11, Table N-5) states that the maximum acceptable interior noise level created by exterior noise sources for residential uses is 45 dBA.

Implementation of the proposed project would result in the generation of mobile- and stationary-source noise related to vehicle and truck traffic, loading dock operation, and HVAC equipment throughout the site, as well as operation of the proposed tire shop at the site's northwestern corner. Such activities could expose adjacent residential uses to interior and/or exterior noise levels in excess of applicable standards established by the City's General Plan as described above. Although there are existing concrete block walls at the site's northwestern and southeastern corners, these walls may not be of sufficient height or length to fully mitigate anticipated noise

levels, particularly where the proposed tire shop would be constructed immediately adjacent to an existing housing unit. Therefore, this impact would be potentially significant.

Because the design of the building(s) is not determined at this time, it is not possible to evaluate whether building design and proposed use adequately address the noise standard in the General Plan. Rather than speculate on the type and extent of design measures, mitigation measure **NOI-1** addresses the potential for impact by requiring preparation of a project-specific noise study to determine existing and anticipated interior and exterior noise levels at sensitive receptors near the site and to then recommend necessary mitigation measures to reduce these noise levels to levels consistent with applicable standards. From other similar projects, it is possible to determine that mitigation measures based on the analysis could require an increase in the height and/or length of the existing sound walls, orientation of the proposed tire shop to ensure that vehicle bays open away from existing residential uses, parapet walls for roof-mounted HVAC equipment, and/or relocation of HVAC and other roof- or ground-mounted equipment away from existing residential uses. Mitigation measure **NOI-1** would require submittal of the analysis with the request for building permit(s) or change of use. Implementation of appropriate noise-reducing mitigation in accordance with a project-specific noise study would reduce this impact to less than significant.

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 proposed grading and soil hauling activities, such vibrations are expected to be minor and would not affect the closest sensitive receptors, the residential neighborhoods which surround the project site. Once construction of the proposed project is complete, no excessive ground vibrations or noises are expected to occur. This impact would be less than significant.

c) **Less Than Significant Impact With Mitigation Incorporated.** Development on the project site would result in increases in ambient noise levels above existing levels without the project resulting from personal vehicle and delivery truck traffic, loading dock operations, HVAC equipment, and outdoor gathering areas. Implementation of mitigation measure **NOI-1**, requiring preparation of a project-specific noise study and implementation of all necessary measures to reduce noise levels to within applicable City standards, would reduce this impact to less than significant.

d) **Less Than Significant Impact With Mitigation Incorporated.** During construction, the proposed project will temporarily increase noise levels. City General Plan Noise Element Policy N-23 requires that proposed new development adjacent to developed noise-sensitive lands uses submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The proposed project site is surrounded by existing residential land uses; therefore, mitigation measure **NOI-1**, which mandates a construction-related noise mitigation plan, is required. It is also noted that temporary noise increases from construction are of short duration and temporary. As mitigated, this impact would be less than significant.

e, f) **Less Than Significant Impact.** The project site is within the Chino Airport Influence Area, Compatibility Zone D, which is regulated by the RCALUC. Section 4.1.6 of the Riverside County Airport Land Use Compatibility Plan states that noise levels up to 55 dBA CNEL are considered clearly acceptable for retail uses. Based on the noise compatibility criteria in Table 2B of the plan, the project is considered clearly acceptable, as it is located beyond the 55 dBA CNEL noise

contours. Additionally, aircraft flyovers would be heard but would not significantly impact the proposed project, as commercial uses are not considered sensitive receptors. This impact would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

NOI-1 The project applicant shall submit a project-specific noise study prepared by a qualified noise analyst to the City of Eastvale Planning Department for review and approval prior to issuance of a building permit or change of occupancy. The noise study shall determine existing and anticipated interior and exterior noise levels at surrounding sensitive receptors and shall recommend mitigation measures to reduce anticipated noise levels to comply with applicable City noise standards. Such measures could include an increase in the height and/or length of the existing sound walls, changes to proposed building orientation, and/or relocation of proposed HVAC or other equipment. Measures recommended by the noise study shall be incorporated into project construction plans.

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

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measure **NOI-1** would reduce project noise impacts to a less than significant level by ensuring that project-generated noise levels comply with applicable City standards.

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 project proposes development of a ±71,472-square-foot neighborhood retail center. Based on an employment rate of 500 square feet of commercial-retail space per one employee, the project would create approximately 143 jobs. Per the California Department of Finance (2015), the city has an estimated 2015 population of 60,633 and an unemployment rate of 4.2 percent, or 1,300 workers. Riverside County as a whole has an unemployment rate of 6.2 percent, or 63,300 workers. Therefore, it is anticipated that the jobs created by the proposed project could be filled by existing workers in the project area and would not induce substantial population growth in the area. Furthermore, the project does not propose the construction or extension of any roadways or major infrastructure that could indirectly induce population growth in the area. Therefore, this impact would be less than significant.

b, c) **No Impact**. The project site does not currently contain any housing units or serve as a residence for any people. Therefore, project implementation would not displace any housing or people and would not necessitate the construction of any replacement housing elsewhere. There would be no impact.

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 in the city is Eastvale Fire Station #27, located at 7067 Hamner Avenue, approximately 1.5 miles southeast of the project site. The proposed development would be conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City's development impact fees pursuant to Chapter 110.28 of the Eastvale Municipal Code. As a neighborhood-serving retail center, 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 development impact fees would fully mitigate any potential impact on Riverside County Fire Department facilities. This impact would be less than significant.

ii) **Less Than Significant Impact.** Police protection services are provided by the Eastvale Police Department, under contract from the Riverside County Sheriff's Department. The nearest sheriff's station is the Jurupa Valley Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 7.8 miles northeast of the project site. The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of which could respond to any calls for service in Eastvale (City of Eastvale 2012b). The proposed development would be conditioned for the payment of the City's development impact fees pursuant to Municipal Code Chapter 110.28. As a neighborhood-serving retail center, the proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. Therefore, payment of the City's development impact fees would fully mitigate any potential impact on Sheriff's Department facilities.

iii) **Less Than Significant Impact.** The proposed project site is located in the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Because the project is a new commercial use, the project applicant would be required to pay current developer impact fees for commercial use in effect at the time of building permit application. The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the CNUSD. Therefore, this impact would be less than significant.

iv) **Less Than Significant Impact**. The reader is referred to Issue a) in subsection 13, Population and Housing. As a neighborhood-serving retail center, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the project would not result in substantial adverse physical impacts to any parks or recreational facilities in the JCSD. This impact would be less than significant.

v) **Less Than Significant Impact.** The reader is referred to Issue a) in subsection 13, Population and Housing. As a neighborhood-serving retail center, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the proposed project would not result in an increase in the demand for other governmental services such as the economic development and other community support services commonly provided by the City. This impact would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact**. The reader is referred to Issue a) in subsection 13, Population and Housing. As a neighborhood-serving retail center, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the project would not increase use of existing neighborhood or regional parks or other recreational facilities. This impact would be less than significant.

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

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

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

DISCUSSION

A focused traffic evaluation was prepared for the proposed project by Kimley-Horn and Associates, Inc., in June 2015. The following analysis is based primarily on this report, which is provided as **Appendix 16** to this Initial Study. Note that the proposed project includes a request to allow a new left-turn pocket on Limonite Avenue to allow eastbound traffic to turn onto the project site. The pocket is evaluated in the following discussion; however, there has been no determination as to whether the turn pocket will be recommended for approval. The reduction in required parking is not considered an environmental impact by the City as long as pedestrian access is part of the project and overflow parking does not impact adjacent neighborhoods. The project includes access to adjacent homes, and the design of the adjacent streets is such that it is unlikely that customers will use the adjacent neighborhood for parking.

a, b) **Less Than Significant Impact**.

Existing Traffic Conditions

Existing traffic count data was collected in May 2015 for a typical weekday at the following locations:

Intersection:

- Limonite Avenue at Sumner Avenue

Roadway Segments:

- Limonite Avenue east of Sumner Avenue
- Sumner Avenue north of Limonite Avenue

Existing lane configurations, peak-hour turning movement traffic volumes at the study intersection, and average daily traffic (ADT) on roadway segments are shown on Figure 3 of **Appendix 16**.

Existing peak-hour operations were evaluated using the Highway Capacity Manual 2010 methodology for signalized intersections. The results of the analysis are summarized in **Table 16-1**. Review of this table shows that the intersection of Limonite Avenue at Sumner Avenue is currently operating at level of service (LOS) D or better during both peak hours for weekday operations.

Roadway level of service analysis was conducted based on the roadway capacities found in the Eastvale General Plan. The results of the roadway analysis for existing conditions are shown in **Table 16-2**. Review of this table indicates that all study roadway segments are currently operating at LOS A.

Table 16-1
Summary of Intersection Operation – Existing Conditions

Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay[1]	LOS	Delay[1]	LOS
Limonite Avenue at Sumner Avenue	Signalized	39.1	D	39.6	D

Source: Kimley-Horn and Associates 2015, p. 6
Notes:
1. Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Table 16-2
Summary of Roadway Segment Analysis – Existing Conditions

Roadway	Segment	Roadway Classification	LOS E Capacity	Daily Traffic Volume	V/C	LOS
Limonite Avenue	East of Sumner Avenue	Urban Arterial	53,000	25,964	0.490	A
Sumner Avenue	North of Limonite Avenue	Major Collector	18,000	6,625	0.368	A

Source: Kimley-Horn and Associates 2015, p. 7
Notes:
V/C = volume-to-capacity ratio, LOS = level of service

Forecast Traffic

Daily and peak-hour trips were estimated for the proposed project using the Institute of Transportation Engineers trip generation rates for Shopping Center (Land Use 820). The ITE trip rates and the estimated project trip generation are shown in **Table 16-3**. The project is estimated to generate approximately 2,945 new vehicle trips on a daily basis, with 68 trips in the morning peak hour and 174 trips in the evening peak hour.

Trip distribution assumptions for the project were developed taking into account the proposed site uses and proximity to local residents who would use the shopping center. The trip distribution assumptions were applied to the trip generation estimates for the project.

Table 16-3
Summary of Project Trip Generation – With Proposed Project

Land Use	ITE Code	Unit	Trip Generation Rates						
			Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Shopping Center	820	KSF	42.700	0.595	0.365	0.960	1.781	1.929	3.710
Land Use	**Quantity**	**Unit**	**Trip Generation Estimates**						
			Daily	**AM Peak Hour**			**PM Peak Hour**		
				In	**Out**	**Total**	**In**	**Out**	**Total**
Shopping Center	71.078	KSF	3,035	42	26	68	127	137	264
Pass-By Reduction for Retail (PM – 34%)			-90	0	0	0	-43	-47	-90
Total Project Trips			**2,945**	**42**	**26**	**68**	**84**	**90**	**171**

Source: Kimley-Horn and Associates 2015, p. 8

Opening Year 2017

Opening Year 2017 Plus Project conditions include the addition of project traffic, plus an annual background growth factor of 1 percent per year to conservatively account for growth in surrounding areas and traffic from cumulative projects. Cumulative projects consist of projects that are approved but not yet built, projects built but not fully occupied, and projects that are in various stages of the application and approval process but have not yet been approved. Opening Year 2017 with Project peak-hour traffic volumes are shown on Figure 4 of **Appendix 16**.

Peak hour operations for Opening Year 2017 with Project conditions were evaluated and the results of the analysis are summarized in **Table 16-4**. Review of this table shows that the study intersection of Limonite Avenue at Sumner Avenue would operate at LOS D or better during both peak hours without and with the addition of project traffic.

Roadway level of service analysis was conducted for Opening Year 2017 with Project conditions. The results of the roadway analysis are shown in **Table 16-5**. Review of this table indicates that all study roadway segments are forecast to operate at LOS C or better.

Traffic Signal Warrant Analysis

A traffic signal warrant analysis was conducted for each of the project driveways. The warrants were conducted using the California Manual on Uniform Traffic Control Devices (MUTCD) Warrant based on estimated average daily traffic (ADT) and Warrant 3 (Peak Hour Warrant) to determine whether either driveway would warrant a traffic signal. The analysis concluded that a traffic signal is not warranted at either of the proposed project driveways.

Queuing Analysis

An eastbound left turn pocket is proposed for the Limonite driveway. The site plan indicates that the pocket would be approximately 75 feet long. The pocket would accommodate a queue of 1 to 3 vehicles, assuming an average of 25 feet per vehicle. According to Kimley-Horn Associates (2015, p. 13), this proposed pocket would provide sufficient space for storage for the 95th percentile queue length.

Based on the preceding analysis, with the addition of project traffic, the study intersection, roadway segments, and project driveways would operate at acceptable levels of service and the project would have a less than significant impact to traffic.

Table 16-4
Summary of Intersection Operation Opening Year 2017 – With Proposed Project

Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
		Without Project		With Project		Project Impact	Impact Sig?	Without Project		With Project		Project Impact	Impact Sig?
		Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
Limonite Avenue at Sumner Avenue	S	41.2	D	41.3	D	0.1	No	48.0	D	50.0	D	2.0	No
Sumner Driveway	U	—	—	13.9	B	—	—	—	—	16.0	C	—	—
Limonite Driveway	U	—	—	12.4	B	—	—	—	—	16.1	C	—	—

Source: Kimley-Horn Associates 2015, p. 11
Notes:
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Table 16-5
Summary of Roadway Segment Analysis Opening Year 2017 – With Proposed Project

Roadway	Segment	Opening Year Without Project				Opening Year With Project				Project Impact/Significance	
		LOS E Capacity	Traffic Volume	V/C	LOS	Project Traffic	Traffic Volume	V/C	LOS	Project Impact	Significant?
Limonite Avenue	East of Sumner Avenue	53,000	36,820	0.695	B	792	37,612	0.710	C	0.015	No
Sumner Avenue	North of Limonite Avenue	18,000	9,928	0.552	A	1,360	11,288	0.627	B	0.076	No

Source: Kimley-Horn Associates 2015, p. 12
Notes:
V/C = volume-to-capacity ratio, LOS = level of service

c) **No Impact**. The project site is located approximately 3 miles east of Chino Airport. Although the project would be constructed within the influence area for this airport, the project does not include the construction of any tall structures or lighting that could interfere with existing air traffic patterns. Building height is limited by the Eastvale Zoning Code to 50 feet and no exception has been requested. Furthermore, as a relatively small commercial development, the project would not result in substantial population growth that could significantly increase demand for air transportation. Therefore, the project would have no impact on existing air traffic patterns.

d) **Less Than Significant Impact**. According to Kimley-Horn Associates (2015, p. 13), both Sumner Avenue and Limonite Avenue are straight and flat streets, which are conducive to good sight distance conditions, and adequate sight distance is provided in each direction. The project driveways and project improvements (i.e., signage, buildings, and landscaping) would be designed in accordance with City standards so that adequate sight distance for drivers entering and exiting the site is maintained. Therefore, project implementation would not create or increase any hazards related to traffic. This impact would be less than significant.

e) **Less Than Significant Impact**. As described previously, the project site would be accessed via two proposed driveways located on Sumner Avenue and Limonite Avenue respectively. With the addition of project and cumulative traffic, these roadways would continue to operate at acceptable levels of service. The driveways would be designed in accordance with City standards to ensure adequate sight distance. Therefore, the project would provide adequate access for emergency responders, and this impact would be less than significant.

f) **Less Than Significant Impact**. The Riverside Transit Agency provides bus service in the project vicinity including two fixed bus routes (3 and 29) with regular stops at the Limonite Avenue/Sumner Avenue intersection. Sidewalks are present along the site's Limonite Avenue and Sumner Avenue frontages, and Class II bicycle lanes are present on both sides of Sumner Avenue. The proposed development would not interfere with the existing bus service routes and would provide supporting retail uses to serve riders. In addition, the project would provide two pedestrian connections on Valencia Street that would allow residents from the neighboring community to access the project site on foot. The project would promote the use of public transit and pedestrian facilities to access the site in accordance with City policy. Therefore, this impact would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. Prior to issuance of building permits on the project site, the project applicant shall pay appropriate Transportation Uniform Mitigation Fees.
2. On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the proposed project.
3. Prior to issuance of building permits, the project will be required to pay appropriate Development Impact Fees to comply with Eastvale Municipal Code Chapter 110.28.

MITIGATION MEASURES

None required.

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 environmental effects?			✓	
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?		✓		
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

DISCUSSION

a, e) **Less Than Significant Impact.** Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates wastewater discharges in Eastvale, including the project site, and implements the Clean Water Act and the Porter-Cologne Act by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices (BMPs). Development of the project site would result in increased wastewater flows that would be collected and treated at the wastewater treatment plant that serves Eastvale, the Western Riverside County Regional Wastewater Authority (WRCRWA) plant.

The proposed project would receive wastewater conveyance services from the Jurupa Community Services District (JCSD). The JCSD discharges Eastvale-generated wastewater flows to the River Road Lift Station, which pumps the wastewater to the WRCRWA treatment plant (JCSD 2011a). The

JCSD estimates that wastewater treatment plant capacity is currently 8 million gallons per day (mgd) with the ability to expand to 32 mgd (JCSD 2011a). According to the JCSD (2011b) Standards Manual, commercial and industrial uses in the Eastvale area are estimated to generate an average of 2,000 gallons of wastewater daily per gross acre. Therefore, the proposed project can be expected to contribute 15,280 gallons of wastewater flow to the WRCRWA treatment plant daily (7.64 acres X 2,000 daily gallons per acre = 15,280 gallons daily).

Since the project would only result in an increase of wastewater flows equal to 0.2 percent of current capacity (15,280 ÷ 8,000,000 = 0.0019), adequate capacity is available to serve the proposed project. In addition, the WRCRWA treatment plant is in compliance with all applicable RWQCB wastewater treatment requirements.

b, d) **Less Than Significant Impact With Mitigation Incorporated.** Water service would be provided to the proposed development by the JCSD. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its water supply (City of Eastvale 2012b). Through a joint powers authority, the JCSD partners with the Chino Desalter Authority (CDA), the owner and operator of two water treatment plants (desalters), to treat potable water for the JCSD service area. Each of the desalters has the current capacity to treat 12 mgd of water (City of Eastvale 2012b). In addition, the CDA is currently in the process of expanding the treatment capacity of the desalters via local groundwater wells. Water is treated at the Chino I Desalter, the Chino II Desalter, and the Roger Teagarden Ion Exchange Treatment Plant. Based on a water demand rate of 3.7 acre-feet per year (AFY) per acre for commercial-retail uses (City of Eastvale 2012b), the proposed development would have a total water demand of approximately 28.3 AFY or 25,265 gallons per day. Thus, the proposed project's total water demand would equal approximately 0.21 percent of current treatment capacity.

As a result of the Governor's Executive Order issued on April 1, 2015, the State Water Resources Control Board's (SWRCB) updated Emergency Water Conservation regulations went into effect on May 18, 2015. The JCSD and its customers are mandated to meet a total 28 percent district-wide reduction in potable water usage. At a 28 percent water-usage reduction, the JCSD's cutback is expected to be approximately 5,625 acre-feet (which is equivalent to 1,832,914,288 gallons). In an effort to meet the State's 28 percent mandatory water-use reduction, on May 26, the JCSD's Board of Directors adopted Level 3-Drought Alert Condition of its Water Shortage Contingency Plan. Level 3 water-use restrictions are effective immediately until further notice.

Level 3 – Drought Alert Conditions

Prohibited Water Use at All Times

- Runoff as a result of irrigation or leaks
- Washing down driveways, sidewalks, parking areas, tennis courts, patios, or other paved areas unless to address immediate safety or sanitation hazards
- Irrigating landscapes between 8 a.m. and 8 p.m.
- Operating decorative water features that do not recirculate the water
- Washing a car unless the hose has a nozzle with an automatic shutoff

Level 3 – Drought Alert Restrictions

- Ornamental landscape and turf irrigation is limited to three days per week for no more than 10 minutes per station per day
- Odd addresses (last digit is an odd number) may irrigate on Monday, Wednesday, and Friday
- Even addresses (last digit is an even number) may irrigate Tuesday, Thursday, and Saturday
- Special considerations have been adopted for specific high-efficiency irrigation systems; please contact JCSD's Conservation Coordinator at (951) 727-8007 for details
- Irrigating is prohibited on Sundays
- Restaurants or public places where food is served are prohibited from serving drinking water to a customer unless requested

Public/Institutional Agencies

- Are prohibited from irrigating turf in the center of roadways
- May irrigate functional turf four days a week
- May request an alternative irrigation schedule to accommodate community usage of functional turf

Developers

- When using potable water, must irrigate in a manner consistent with regulations or other requirements established by the California Building Standards Commission and the Department of Housing and Community Development

Under normal conditions, the JCSD has adequate water to provide service to development in Eastvale. Under drought conditions, it is uncertain whether the JCSD can or will issue a will-serve letter until the state has some relief from the drought. Because the groundwater basin is fully adjudicated, it is not possible for the proposed project to drill a well to access groundwater. New sources of water could only occur in the form of offsets from existing uses (i.e., landscaping) or purchase of water rights from other entities outside of the district. The JCSD has passed an ordinance that requires 100 percent water offset for new development; however, the process for implementing the ordinance has not been finalized. As the sole water purveyor for the site and an independent public agency, only the JCSD can determine whether there is adequate water to serve the proposed project. Mitigation measure **UTL-1** requires that the applicant obtain a will-serve commitment from the JCSD. The will-serve commitment will determine whether there is sufficient water for the project in the current drought condition. The mitigation measure prohibits all ground-disturbing activity unless there is a water service commitment from the JCSD. Therefore, this impact would be less than significant with mitigation incorporated.

c) **Less Than Significant Impact.** The proposed project would include construction of an on-site drainage system to collect and convey site runoff to the City's municipal storm drain system. No off-site drainage facilities are proposed. Construction of the proposed drainage system could result in numerous environmental effects, including temporary aesthetic impacts, disturbance of biological and/or cultural resources, soil erosion, release of hazardous materials and/or air emissions associated with construction equipment, and temporary noise and traffic impacts. Each

of these potential effects is addressed in the appropriate subsection of this 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.

f, g) **Less Than Significant Impact.** The main disposal sites for solid waste collected in the 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 16,054 tons of solid waste per day and, as of April 2009, had 145,530,000 tons of capacity available (CalRecycle 2015a). The facility is projected to reach capacity in 2045. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of January 2009, had 18,955,000 cubic yards (roughly 5,117,850 tons) of capacity available (CalRecycle 2015a).

Using California Department of Resources Recycling and Recovery (CalRecycle) waste generation rates (2013), the proposed project is estimated to generate approximately 1,676 pounds of solid waste per day or 306.1 tons of solid waste annually (see **Table 17-1**).

Table 17-1
Project Solid Waste Generation

Proposed Use	Proposed Square Footage	Solid Waste Generation Rate	Project Solid Waste Generation	
			Pounds per Day	Tons Annually
Super Market	30,896	3.12 lbs/100 sf/day	964	176
Shopping Center	23,436	2.5 lbs/100 sf/day	586	107
Auto Service Station	10,140	0.9 lbs/100 sf/day	91	16.7
Restaurant	7,000	0.005 lbs/sf/day	35	6.4
		Totals	**1,676**	**306.1**

Source: CalRecycle 2013

A proposed project contribution of 306 tons of solid waste annually would not substantially alter existing or future solid waste generation patterns or disposal services considering the permitted daily capacity at both the El Sobrante Landfill and the Lamb Canyon Sanitary Landfill. Furthermore, the proposed project would be consistent with the County Integrated Waste Management Plan and would be required to comply with any recommendations of the Riverside County Waste Management Department. Additionally, the proposed project would comply with all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. The proposed project does not any propose activities that would conflict with the applicable programmatic requirements. Therefore, this impact would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. For any development associated with the proposed project, the project applicant will be required to comply with the recommendations of the Riverside County Waste Management Department and all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991.

MITIGATION MEASURES

UTL-1 Prior to any ground-disturbing activity, the project applicant, developer, or successor in interest shall provide written verification that the Jurupa Community Services District can and will provide potable water service to the project.

Timing/Implementation: *Prior to any ground-disturbing activity*

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

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

b) **Less Than Significant Impact With Mitigation Incorporated**. A significant impact may occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or are

of such a negligible degree that they would not result in a significant contribution to any cumulative impacts.

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 would not be expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Eastvale would ensure that measures imposed to protect human beings are implemented.

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