



**Executive Summary
for the
Draft Environmental Impact Report
Eastvale Crossings Project
City of Eastvale, Riverside County, California**

State Clearinghouse No. 2015011020

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EXECUTIVE SUMMARY

Purpose

This Draft Environmental Impact Report (Draft EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the Eastvale Crossings Project (State Clearinghouse No. 2015011020). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

The purpose of this Draft EIR is to inform decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The 24.78-acre project site is located in the northwest portion of the City of Eastvale, Riverside County, California. The project site is bounded by Archibald Avenue (west), Limonite Avenue (north), single-family residential uses (east), and James C. Huber Park (south).

Project Description

The proposed project would subdivide the project site to facilitate the development of a 218,100-square-foot commercial retail center on the 24.78-acre project site. The retail center would be anchored by a 192,000-square-foot Walmart store and feature smaller retail, restaurant, and fuel station uses totaling 26,100 square feet. The proposed project would have a Floor Area Ratio of 0.22. The project requires approval of a General Plan Amendment, Zone Change, Major Development Plan, Tentative Tract Map, Conditional Use Permits, Sign Program, and Variance. Refer to Section 2, Project Description for a complete description of the proposed project.

Project Objectives

The objectives of the proposed project are to:

1. To capitalize on the site's location near arterial roadways by developing a full-service retail use.
2. To create a complementary mix of commercial/retail uses.
3. To take advantage of available infrastructure; enhance and improve local infrastructure systems to the benefit of the Project and surrounding areas; and maximize access opportunities for the convenience of patrons.

4. To provide a commercial/retail development that meets the current unmet demand for goods and services from consumers residing in the trade area and future residential developments.
5. To provide a commercial/retail shopping center that serves the local market area and beyond, and to attract new customers and retailers into the City of Eastvale.
6. To provide goods and services at a local site, thereby reducing the number of trips currently being made to shop for these same goods and services outside the City of Eastvale.
7. To provide a convenient source of grocery and food items to serve the local community.
8. To provide convenience-oriented retail sale of food, beverage, and related products and convenience-oriented services to the currently underserved area.
9. Improve and maximize economic viability of the currently vacant and underutilized Project site and area through establishment of a new commercial center.
10. Maximize and broaden the City's sales tax base by providing local and regional tax-generating uses and by increasing property tax revenues.
11. Expand and provide new retail options, with updated, modern and energy efficient buildings, proximate to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment.
12. Create additional employment-generating opportunities for the citizens of Eastvale and the surrounding communities.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable adverse impact:

- **Air Quality Plan:** The proposed project's criteria pollutant emissions would exceed adopted thresholds, and, therefore, the project would be inconsistent with the planning assumptions contained in the South Coast Air Quality Management District Air Quality Plan. Feasible mitigation is proposed to reduce air emissions; however, it would not reduce them to below adopted thresholds. The residual significance of this impact is significant and unavoidable.
- **Air Quality Standards/Violations:** The proposed project's criteria pollutant emissions (ozone precursors) would exceed adopted thresholds and, therefore, the project would be considered significant. Feasible mitigation is proposed to reduce air emissions; however, it would not reduce them to below adopted thresholds. The residual significance of this impact is significant and unavoidable.
- **Cumulative Criteria Pollutants:** The proposed project's criteria pollutant emissions (ozone precursors) would exceed adopted thresholds and, therefore, the project would be considered cumulatively considerable. Feasible mitigation is proposed to reduce air emissions; however, it would not reduce them to below adopted thresholds. The residual significance of this impact is significant and unavoidable.

- **Noise Levels in Excess of Standards:** The proposed project’s operational noise levels would increase ambient noise levels at two nearby residences that are currently exposed to noise levels in excess of acceptable standards. No feasible mitigation is available to reduce the severity of this impact. The residual significance of this impact is significant and unavoidable.
- **Permanent Increase in Ambient Noise Levels:** The proposed project’s operational noise levels would increase ambient noise levels at two nearby residences that are currently exposed to noise levels in excess of acceptable standards. No feasible mitigation is available to reduce the severity of this impact. The residual significance of this impact is significant and unavoidable.
- **Existing Plus Project Traffic:** The proposed project would contribute vehicle trips to intersections, roadways, and freeways that would operate at unacceptable levels under Existing Plus Project conditions. Feasible mitigation is proposed to improve operations where possible; however, at certain locations, no feasible mitigation is available or the implementation of improvements relies on the cooperation of third-party agencies that is not assured at the time of this writing. The residual significance of this impact is significant and unavoidable.
- **Year 2017 Traffic:** The proposed project would contribute vehicle trips to intersections, roadways, and freeways that would operate at unacceptable levels under Year 2017 conditions. Feasible mitigation is proposed to improve operations where possible; however, at certain locations no feasible mitigation is available or the implementation of improvements relies on the cooperation of third-party agencies that is not assured at the time of this writing. The residual significance of this impact is significant and unavoidable.
- **Year 2035 Traffic:** The proposed project would contribute vehicle trips to intersections, roadways, and freeways that would operate at unacceptable levels under Year 2035 conditions. Feasible mitigation is proposed to improve operations where possible; however, at certain locations, no feasible mitigation is available or the implementation of improvements relies on the cooperation of third-party agencies that is not assured at the time of this writing. The residual significance of this impact is significant and unavoidable.
- **Congestion Management Plan:** The proposed project would contribute vehicle trips to Congestion Management Plan facilities including Interstate 15. Aside from payment of regional traffic impact fees, no feasible mitigation is available to reduce this impact to a level of less than significant. The residual significance of this impact is significant and unavoidable.

Summary of Project Alternatives

The following project alternatives to the proposed project are evaluated in Section 5, Alternatives to the Proposed Project:

No Project/Existing Conditions Alternative

The No Project/Existing Conditions Alternative would be the scenario in which the project site remains in its existing condition for the foreseeable future. The project site would retain its existing split General Plan and zoning designations and no new development would occur for the foreseeable future.

No Project/Commercial/Industrial Alternative

The No Project/Commercial/Industrial Alternative would entail the development of 215,000 square feet of commercial and industrial uses on the project site in accordance with the existing General Plan land use designations and zoning. Commercial uses would consist of a 100,000-square-foot retail center anchored by a mid-sized grocery store. Industrial uses would consist of 115,000 square feet of warehouse and distribution uses. The No Project/Commercial/Industrial Alternative is the Environmentally Superior Alternative.

Reduced Density Alternative

The Reduced Density Alternative consists of the development of a 163,120-square-foot retail center on the project site, which represents a 25 percent reduction in square footage (54,980) relative to the proposed project. The 25 percent reduction in development potential would be applied to each project use. All buildings would remain in the same locations, albeit with less square footage. The eliminated square footage would be replaced with additional landscaping, outdoor gathering/seating areas, or pedestrian facilities. This alternative would require a General Plan Amendment and Zone Change similar to the proposed project.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on January 16, 2015. The NOP describing the original concept for the project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from January 16, 2015 to February 17, 2015. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Public Services
- Transportation
- Urban Decay
- Utility Systems

Disagreement Among Experts

This Draft EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of Eastvale is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement

among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision-makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft EIR:

- Aesthetics/Visual Quality
- Air Pollution
- Land Use Compatibility
- Noise
- Transportation
- Utility Systems

It is also possible that evidence will be presented during the 45-day, statutory Draft EIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision-makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision-makers must consider comments received concerning the adequacy of the Draft EIR and address any objections raised in these comments. However, decision-makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft EIR, and can certify the Final EIR without needing to resolve disagreements among experts.

Public Review of the Draft EIR

Upon completion of the Draft EIR, the City of Eastvale filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code Section 21161). Concurrent with the NOC, the Draft EIR will be distributed to responsible and trustee agencies, other affected agencies, surrounding municipalities, and all interested parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review at the City of Eastvale Planning Department at the address below.

City of Eastvale
Planning Department
12363 Limonite Avenue, Suite 910
Eastvale, California 91752
Hours:
Monday—Thursday: 7:30 a.m. to 5:30 p.m.

Written comments on this Draft EIR should be addressed to:

Eric Norris, Planning Director
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Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available at least 10 days prior to the public hearing before the City of Eastvale City Council on the proposed Eastvale Crossings Project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the proposed Eastvale Crossings Project.

Executive Summary Matrix of Environmental Impacts and Mitigation Measures

Table ES-1 summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-1 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1—Aesthetics, Light, and Glare		
Impact AES-1: The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is necessary.	Less than significant impact.
Impact AES-2: The proposed project would not create a new source of substantial light or glare.	No mitigation is necessary.	Less than significant impact.
Section 3.2—Air Quality		
Impact AIR-1: The project would conflict with or obstruct implementation of the applicable air quality plan.	<p>MM AIR-1a: During site preparation and grading construction phases, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed United States Environmental Protection Agency (EPA) Tier 4 Final off-road emissions standards.</p> <p>MM AIR-1b: During site preparation and grading construction phases, all haul trucks transporting soil to or from the project site shall be covered to prevent fugitive dust emissions.</p> <p>MM AIR-1c: During project construction, the following measures shall be implemented to the satisfaction of the City of Eastvale. Construction equipment maintenance records and data sheets of equipment design specifications (including the emission control tier of the equipment) shall be kept on-site during construction and subject to inspection by the City of Eastvale.</p> <ol style="list-style-type: none"> a) Construction equipment shall be properly maintained according to manufacturer specifications. b) All contractors shall turn off all construction equipment and delivery vehicles when not in use, or limit on-site idling for no more than 5 minutes in any one hour. c) On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel powered electric generators. d) The project shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 concerning fugitive dust and provide appropriate documentation to the City of Eastvale. 	Significant unavoidable impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>e) Traffic speeds on all unpaved portions of the project site to be reduced to 15 mph or less.</p> <p>f) Sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads.</p> <p>g) Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1.</p> <p>MM AIR-1d: Prior to issuance of the certificate of occupancy for the Walmart store, the store operator shall demonstrate to the satisfaction of the City of Eastvale that a Transportation Demand Management (TDM) Program will be implemented during operations. The TDM program shall have the following elements:</p> <p>a) Secure bicycle parking for employees.</p> <p>b) Employee lockers and breakroom.</p> <p>c) Rideshare information bulletin board.</p> <p>d) Incentives for employee rideshare, transit use, or bicycling/walking to work.</p> <p>e) Include TDM program information in employee orientation documents and periodic company newsletters.</p> <p>MM AIR-1e: Prior to issuance of the certificate of occupancy for the Walmart store, the City of Eastvale shall verify that at least four electrical vehicle charging stations are provided at the project site to encourage the use of zero emission vehicles.</p>	
<p>Impact AIR-2: The project may violate any air quality standard or contribute substantially to an existing or projected air quality violation.</p>	<p>Implement Mitigation Measures AIR-1a through AIR-1e.</p>	<p>Significant and unavoidable impact.</p>
<p>Impact AIR-3: The project would result in a considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors).</p>	<p>Implement Mitigation Measures AIR-1a, AIR-1b, AIR-1c, and AIR-1d.</p>	<p>Significant unavoidable impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact AIR-4: The project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is necessary.	Less than significant impact.
Impact AIR-5: The project would not create objectionable odors affecting a substantial number of people.	No mitigation is necessary.	Less than significant impact.
Section 3.3—Biological Resources		
Impact BIO-1: The proposed project would not have a substantial adverse effect on special status wildlife and plant species.	No mitigation is necessary.	Less than significant impact.
Impact BIO-2: The proposed project would not conflict with any applicable provisions of the Western Riverside County Multiple Species Habitat Conservation Plan.	No mitigation is necessary.	Less than significant impact.
Section 3.4—Cultural Resources		
Impact CUL-1: The proposed project may cause a substantial adverse change to historical resources.	MM CUL-1: If prehistoric or historic-period archaeological resources are encountered, all construction activities within 100 feet of the find shall halt and the City of Eastvale shall be notified. A Secretary of the Interior-qualified archaeologist shall inspect the findings within 24 hours of discovery. If it is determined that the project could damage a historical resource or a unique archaeological resource (as defined pursuant to the CEQA Guidelines) mitigation shall be implemented in accordance with PRC Section 21083.2 and Section 15126.4 of the CEQA Guidelines, with a preference for preservation in place. Consistent with Section 15126.4(b)(3), this may be accomplished through planning construction to avoid the resource; incorporating the resource within open space; capping and covering the resource; or deeding the site into a permanent conservation easement. If avoidance is not feasible, a qualified archaeologist shall prepare and implement a detailed treatment plan in consultation with the City of Eastvale.	Less than significant impact.
Impact CUL-2: The proposed project may cause a substantial adverse change to archaeological resources.	Implement Mitigation Measure CUL-1.	Less than significant impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact CUL-3: The proposed project may cause a substantial adverse change to paleontological resources.</p>	<p>MM CUL-3: If potential fossils are discovered during project implementation, all earthwork or other types of ground disturbance within 100 feet of the find shall stop immediately until a qualified professional paleontologist can assess the nature and importance of the find. The paleontologist shall report his/her findings to the City of Eastvale. Based on the scientific value or uniqueness of the find, the paleontologist shall either record the find and recommend that the City of Eastvale allow work to continue, or recommend salvage and recovery of the fossil. The paleontologist shall, if required, propose modifications to the stop-work radius based on the nature of the find, site geology, and the activities occurring on the site. If treatment and salvage is required, recommendations will be consistent with Society of Vertebrate Paleontology guidelines and currently accepted scientific practice. If required, treatment for fossil remains shall include preparation and recovery of fossil materials so that they can be housed in an appropriate museum or university collection, and, if required, shall also include preparation of a report for publication describing the finds.</p>	<p>Less than significant impact.</p>
<p>Impact CUL-4: The proposed project may cause a substantial adverse change to human remains, including those interred outside of formal cemeteries.</p>	<p>MM CUL-4: In the event of the discovery of any human remains, work shall immediately halt and the Riverside County Coroner and Project Archaeologist must be contacted. Pursuant to California State Health and Safety Code Section 7050.5, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to CEQA regulations and Public Resources Code Section 5097.98.</p> <p>If buried human remains are determined to be Native American, all actions required by Public Resources Code Section 5097.98 shall take place, including:</p> <ul style="list-style-type: none"> • The Native American Heritage Commission (NAHC) must be contacted within 24 hours to make a determination of the Most Likely Descendent (MLD). (See Public Resources Code Section 5097.98 for additional details regarding specific treatment and recourse). 	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.5—Geology, Soils, and Seismicity		
Impact GEO-1: Development of the proposed project would not expose persons or structures to seismic hazards associated with ground shaking or ground failure.	No mitigation is necessary.	Less than significant impact.
Impact GEO-2: Construction activities associated with the proposed project have the potential to create erosion and sedimentation.	Implement Mitigation Measure HYD-1a.	Less than significant impact.
Impact GEO-3: The proposed project would not expose persons or structures to hazards associated with unstable geologic units or soils.	No mitigation is necessary.	Less than significant impact.
Impact GEO-4: Development of the proposed project would not expose persons or structures to hazards associated with expansive soils.	No mitigation is necessary.	Less than significant impact.
Section 3.6—Greenhouse Gas Emissions		
Impact GHG-1: The project would generate direct and indirect greenhouse gas emissions; however, quantification of these emissions demonstrates that the project would achieve emission reductions greater than required by the ARB Scoping Plan.	No mitigation is necessary.	Less than significant impact.
Impact GHG-2: The project would generate direct and indirect greenhouse gas emissions; however, quantification of these emissions demonstrates that the project would achieve an efficiency greater than the SCAQMD's service population threshold.	No mitigation is necessary.	Less than significant impact.
Impact GHG-3: The proposed project is consistent with the ARB Scoping Plan and regulations adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation is necessary.	Less than significant impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact GHG-4: The proposed project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation is necessary.	Less than significant impact.
Section 3.7—Hazards and Hazardous Materials		
Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-2: The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the likely release of hazardous materials into the environment.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-3: The proposed project would not create a significant hazard to the public or the environment as a result of being listed as a hazardous materials site compiled pursuant to Government Code Section 65962.5.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-4: The proposed project may result in a safety hazard for people residing or working in the project area.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-5: The proposed project would not physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation is necessary.	Less than significant impact.
Section 3.8—Hydrology and Water Quality		
Impact HYD-1: Construction and operational activities associated with the proposed project have the potential to degrade water quality in downstream water bodies.	MM HYD-1a: Prior to the issuance of grading permits, the project applicant shall file a Notice of Intent with and obtain a facility identification number from the State Water Resources Control Board. The project applicant shall also submit a Stormwater Pollution Prevention Plan (SWPPP) to the City of	Less than significant impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Eastvale that identifies specific actions and Best Management Practices (BMPs) to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts.</p> <p>MM HYD-1b: Prior to the issuance of building permits, the project applicant shall submit a final Standard Urban Storm Water Mitigation Plan or an equivalent stormwater management plan to the City of Eastvale for review and approval. The plan shall be developed using the California Stormwater Quality Association’s “New Development and Redevelopment Handbook.”</p>	
<p>Impact HYD-2: The proposed project would not contribute to groundwater overdraft or impair groundwater recharge.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact HYD-3: The proposed project would not contribute runoff to downstream storm drainage facilities that would result in the potential for flooding.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.9—Land Use</p>		
<p>Impact LU-1: The proposed project would not conflict with any applicable provisions of the City of Eastvale General Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-2: The proposed project would not conflict with any applicable provisions of the Eastvale Zoning Code.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-3: The proposed project would not conflict with any applicable provisions of the Riverside County Airport Land Use Compatibility Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-4: The proposed project would not conflict with any applicable provisions of the Western Riverside County Multiple Species Habitat Conservation Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.10—Noise		
Impact NOI-1: The project would not result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance.	No mitigation is available.	Significant unavoidable impact.
Impact NOI-2: The project would not result in expose persons to or generation of excessive groundborne vibration.	No mitigation is necessary.	Less than significant impact.
Impact NOI-3: The project may result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is available.	Significant unavoidable impact.
Impact NOI-4: The project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is necessary.	Less than significant impact.
Impact NOI-5: The proposed project would not expose people residing or working in the project area to excessive aviation noise levels.	No mitigation is necessary.	Less than significant impact.
Section 3.11—Public Services		
Impact PS-1: The proposed project would not result in a need for new or expanded fire protection facilities.	No mitigation is necessary.	Less than significant impact.
Impact PS-2: The proposed project would not result in a need for new or expanded law enforcement facilities.	No mitigation is necessary.	Less than significant impact.
Section 3.12—Transportation		
Impact TRANS-1: The project would generate traffic under Existing Plus Project conditions that may result in unacceptable traffic operations.	MM TRANS-1a: Prior to the issuance of the building permit for the Walmart store, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at the Scholar Way/Schleisman Road:	Significant unavoidable impact.

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> The improvements shall consist of adding a westbound left-turn lane and modifying the traffic signal to implement protected left turn phasing on the eastbound and westbound approaches. The project applicant’s equitable fair share for this improvement is 0.3 percent. 	
<p>Impact TRANS-2: The project would generate traffic under Year 2017 conditions that may result in unacceptable traffic operations.</p>	<p>Implement Mitigation Measures TRANS-1a, TRANS-1b, TRANS-3I, and the following:</p> <p>MM TRANS-2a: Prior to the issuance of the building permit for the Walmart store, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Archibald Avenue/Limonite Avenue. The improvements shall consist of adding a second northbound through lane, second southbound left-turn lane, second southbound through lane, and a second westbound left-turn lane. The project applicant’s equitable fair share for these improvements is 9.3 percent.</p> <p>MM TRANS-2b: Prior to the issuance of the building permit for the Walmart store, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Sumner Avenue/Schleisman Road. The improvements shall consist of adding an eastbound left-turn lane and a westbound left-turn lane, and modifying the traffic signal to accommodate overlap phasing for the southbound right-turn lane. The project applicant’s equitable fair share for this improvement is 0.8 percent.</p>	<p>Significant unavoidable impact.</p>
<p>Impact TRANS-3: The project would generate traffic under Year 2035 conditions that may result in unacceptable traffic operations.</p>	<p>Implement Mitigation Measures TRANS-1a, TRANS-1b, TRANS-2a, TRANS-2b, and the following:</p> <p>MM TRANS-3a: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for improvements to the intersection of Hellman Avenue/Schleisman Road. The improvements shall consist of adding a third westbound through lane and modify the traffic signal to accommodate overlap phasing for the northbound right-turn lane. The project applicant’s equitable fair share for this improvement is 0.7 percent.</p> <p>MM TRANS-3b: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection</p>	<p>Significant unavoidable impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>improvements at Archibald Avenue/Limonite Avenue. The improvements shall consist of adding a northbound left-turn lane, second northbound left-turn lane, a third northbound through lane, a third southbound through lane, a southbound right-turn lane, an eastbound left-turn lane, a second eastbound left-turn lane, an eastbound through lane, a second eastbound through lane, a third eastbound through lane, an eastbound right-turn lane, westbound through lane, a second westbound through lane, a third westbound through lane, a second westbound right-turn lane, and modifying the traffic signal to accommodate a 130-second cycle length during the PM peak hour. The project applicant’s equitable fair share for this improvement is 16.2 percent.</p> <p>MM TRANS-3c: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Archibald Avenue/65th Street. The improvements shall consist of adding a third northbound through lane and a third southbound through lane. The project applicant’s equitable fair share for this improvement is 7.9 percent.</p> <p>MM TRANS-3d: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Archibald Avenue/Chandler Street. The improvements shall consist of adding a third southbound through lane, a southbound right-turn lane with overlap phasing, and a second eastbound left-turn lane. The project applicant’s equitable fair share for this improvement is 4.4 percent.</p> <p>MM TRANS-3e: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Harrison Avenue/Limonite Avenue. The improvements shall consist of adding a second westbound left-turn lane and a third westbound through lane. The project applicant’s equitable fair share for this improvement is 9.9 percent.</p> <p>MM TRANS-3f: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Harrison Avenue/Schleisman Road. The improvements</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>shall consist of adding a second southbound left-turn lane, a third eastbound through lane, and a third westbound through lane. The project applicant’s equitable fair share for this improvement is 1.0 percent.</p> <p>MM TRANS-3g: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Sumner Avenue/Limonite Avenue. The improvements shall consist of adding a second northbound left-turn lane and a northbound right-turn lane with overlap phasing. The project applicant’s equitable fair share for this improvement is 9.5 percent.</p> <p>MM TRANS-3h: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Sumner Avenue/Schleisman Road. The improvements shall consist of adding a northbound right-turn lane, a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, a second eastbound through lane, a third eastbound through lane, a second westbound through lane, and a third westbound through lane. The project applicant’s equitable fair share for this improvement is 0.8 percent.</p> <p>MM TRANS-3i: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Scholar Way/Limonite Avenue. The improvements shall consist of adding a second northbound left-turn lane, a southbound right-turn lane, a second eastbound through lane, a third eastbound through lane, an eastbound right-turn lane, a second westbound through lane, a third westbound through lane, and a westbound right-turn lane. The project applicant’s equitable fair share for this improvement is 6.2 percent.</p> <p>MM TRANS-3j: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at Scholar Way/Schleisman Road. The improvements shall consist of adding a second eastbound through lane, a third eastbound through lane, a second westbound through lane, and a third westbound through lane. The project applicant’s equitable fair share for this improvement is 0.3 percent.</p>	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>MM TRANS-3k: Prior to issuance of building permits, the project applicant shall provide funding to the City of Eastvale for the following intersection improvements at I-15 Southbound Ramps/Limonite Avenue. The improvements shall consist of modifying the interchange by vacating the westbound left-turn lanes and provide for a westbound loop on-ramp. The project applicant’s equitable fair share for this improvement is 6.6 percent.</p> <p>MM TRANS-3l: If (1) the City of Eastvale has an agreement that allows for the transfer of fees to fund the following traffic improvements with any of the jurisdictions listed in this mitigation measure; (2) the improvement is programmed into a Capital Improvement Program or equivalent program; and (3) the improvement has not yet been constructed, the applicant shall provide its equitable share of the cost of the improvement to the City of Eastvale at the time building permits are sought. The City of Eastvale shall transfer fees to the affected agency within 30 days of receipt of the fees.</p> <ul style="list-style-type: none"> • Euclid Avenue/Kimball Avenue (City of Chino): Add a second northbound left-turn lane, third northbound through lane, second southbound left-turn lane, third southbound through lane, second eastbound left-turn lane, an eastbound right-turn lane, a westbound right-turn lane, and modify the traffic signal to accommodate overlap phasing for the southbound right-turn lane. • Euclid Avenue/Pine Avenue (City of Chino): Restripe the westbound approach to provide two left-turn lanes and a shared through/right-turn lane; and add a third northbound through lane, a fourth northbound through lane, a second southbound left-turn lane, a third southbound through lane, a fourth southbound through lane, a southbound right-turn lane, a second eastbound left-turn lane, a second eastbound through lane, a third eastbound through lane, a third westbound left-turn lane, a second westbound through lane, a third westbound through lane, and a westbound right-turn lane. • Mill Creek Avenue/Pine Avenue (City of Chino): Add a third eastbound through lane, a third westbound through lane, and modify the traffic signal to implement protected left-turn phasing for the northbound and southbound left-turn lanes. 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<ul style="list-style-type: none"> • Grove Avenue/Kimball Avenue (City of Chino): Add a traffic signal, southbound right-turn lane, and a second westbound through lane. • Flight Avenue/Kimball Avenue (City of Chino): Add a traffic signal and a second westbound through lane. • Hellman Avenue/Kimball Avenue (City of Chino): Add a traffic signal, a northbound left-turn lane, a second northbound left-turn lane, a second northbound through lane, a third northbound through lane, a northbound right-turn lane, a southbound left-turn lane, a southbound through lane, a second southbound through lane, a third southbound through lane, a southbound right-turn lane with overlap phasing, an eastbound left-turn lane, a second eastbound right-turn lane, an eastbound right-turn lane with overlap phasing, a second eastbound right-turn lane with overlap phasing, a westbound left-turn lane, a westbound through lane, and a second westbound through lane. • Hellman Avenue/Edison Avenue (City of Ontario): Add a traffic signal, northbound left-turn lane, two northbound right-turn lanes, a northbound right-turn lane, dual southbound through lanes, two southbound through lanes, an eastbound left-turn lane, three eastbound through lanes, dual westbound left-turn lanes, three westbound through lanes, and a westbound right-turn lane. • Hellman Avenue/Remington Street (City of Chino): Add a traffic signal, a southbound left-turn lane, a southbound right-turn lane, an eastbound left-turn lane, an eastbound through lane, a second eastbound through lane, a westbound through lane, and a second westbound through lane. • SR-60 Westbound Ramps/Archibald Avenue (Caltrans/City of Ontario): Optimize green time split adjustments during the AM peak hour only, add a westbound left-turn lane, and add a second northbound left-turn lane. • SR-60 Eastbound Ramps/Archibald Avenue (Caltrans/City of Ontario): Optimize green time split adjustments during the AM peak hour only, add a second eastbound right-turn lane, and add a second southbound left-turn lane. • Archibald Avenue/Edison Avenue (City of Ontario): Add a second northbound left-turn lane, a third northbound through lane, a 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>northbound right-turn lane, a second southbound left-turn lane, a third southbound through lane, a second eastbound left-turn lane, a second eastbound through lane, a third eastbound through lane, a second westbound left-turn lane, a second westbound through lane, and a third westbound through lane; and modify the traffic signal to accommodate overlap phasing for the eastbound right-turn lane.</p> <ul style="list-style-type: none"> • Archibald Avenue/Merrill Avenue (City of Ontario): Add a traffic signal and second northbound through lane; add a second southbound through lane, eastbound left-turn lane, westbound left-turn lane, and a westbound shared through-right-turn lane; and add a second northbound left-turn lane, a third northbound through lane, a northbound right-turn lane with overlap phasing, a second southbound left-turn lane, a third southbound through lane, a southbound right-turn lane, a second eastbound left-turn lane, a second eastbound through lane, an eastbound right-turn lane with overlap phasing, a second eastbound right-turn lane with overlap phasing, a second westbound left-turn lane, a second westbound through lane, and a westbound right-turn lane. • I-15 Northbound Ramps/Limonite Avenue (Caltrans/City of Jurupa Valley): Add a third eastbound through lane and add a third westbound through lane; and modify the interchange by vacating the eastbound left-turn lanes and provide for an eastbound loop on-ramp. • Wineville Avenue/Limonite Avenue (City of Jurupa Valley): Add a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, a third eastbound through lane, and a third westbound through lane. • Etiwanda Avenue/Limonite Avenue (City of Jurupa Valley): Add an eastbound left-turn lane and a westbound left-turn lane, modify the traffic signal to implement protected left turn phasing on the eastbound and westbound approaches; and add a second eastbound left-turn lane, a third eastbound through lane, and a third westbound through lane. • Archibald Avenue between Edison Avenue and Merrill Avenue (City of Ontario): Widen to four lanes. • Archibald Avenue between Merrill Avenue and Limonite Avenue (City of 	

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Ontario): Widen to four lanes.</p> <ul style="list-style-type: none"> • Limonite Avenue between I-15 Freeway and Wineville Avenue (Caltrans/City of Jurupa Valley): Modify the interchange by vacating the eastbound left-turn lanes and provide for an eastbound loop on-ramp, and add a southbound right-turn lane with overlap phasing, a second eastbound left-turn lane, a third eastbound through lane, and a third westbound through lane. • Pine Avenue between Euclid Avenue (SR-83) and Mill Creek Avenue (City of Chino): Widen to a six-lane divided facility. • Pine Avenue between Mill Creek Avenue and Hellman Avenue (City of Chino): Widen to a six-lane divided facility. • I-15 Northbound Off-Ramp Left Turn Lane/Limonite Avenue (Caltrans/City of Jurupa Valley): Provide additional storage. 	
<p>Impact TRANS-4: The project would generate traffic that may result in unacceptable traffic operations on Congestion Management Plan roadways.</p>	<p>Implement Mitigation Measures AIR-1d and TRANS-1a.</p>	<p>Significant unavoidable impact.</p>
<p>Impact TRANS-5: The proposed project would not generate construction-related congestion on local roadways.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact TRANS-6: The project would not 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.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact TRANS-7: The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).</p>	<p>MM TRANS-7: Archibald Avenue at Limonite Avenue Construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> • Northbound Approach: Two through lanes and one right-turn lane with overlap phasing. The right-turn lane should extend back to Driveway 1. • Southbound Approach: Two left-turn lanes with 415 feet of storage and two through lanes. Eastbound Approach: N/A • Westbound Approach: Two left-turn lanes (one with 300 feet of storage and the other from the westbound through lane drop) and one right-turn lane with overlap phasing (lane drop from the 2nd westbound through lane). 	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>Archibald Avenue at Driveway 1 This driveway is proposed to align with the driveway for the future development on the west side of Archibald Avenue. Install a traffic signal and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> • Northbound Approach: Three through lanes and a right-turn lane with a minimum of 265 feet of storage. • Southbound Approach: One left-turn lane with a minimum of 250 feet of storage and two through lanes. • Eastbound Approach: N/A • Westbound Approach: One left-turn lane and one right-turn lane. <p>Driveway 2 at Limonite Avenue Install a traffic signal and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> • Northbound Approach: One left-turn lane and one right-turn lane. • Southbound Approach: N/A • Eastbound Approach: Three through lanes and one right-turn lane with a minimum of 150 feet of storage. • Westbound Approach: One left-turn lane with a minimum of 325 feet of storage and two through lanes. <p>Driveway 3 at Limonite Avenue Install a stop control on the northbound approach and construct the intersection with the following geometrics:</p> <ul style="list-style-type: none"> • Northbound Approach: One right-turn lane. • Southbound Approach: N/A • Eastbound Approach: Three through lanes and one shared through-right-turn lane. • Westbound Approach: Two through lanes. <p>On-site traffic signing and striping should be implemented in conjunction with detailed construction plans for the project site.</p>	
<p>Impact TRANS-8: The project would not result in inadequate emergency access.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>

Table ES-1 (cont.): Executive Summary Impacts and Mitigation Measures

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact TRANS-9: The project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.	No mitigation is necessary.	Less than significant impact.
Section 3.13—Urban Decay		
Impact UD-1: The proposed project, in conjunction with other pending and approved projects, would not result in urban decay.	No mitigation is necessary.	Less than significant impact.
Section 3.14—Utilities and Service Systems		
Impact US-1: The proposed project would be served with adequate water supplies and would not require additional entitlements or the construction or expansion of water facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-2: The proposed project would be served by a wastewater treatment plant with adequate capacity and would not require the construction of new or expanded facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-3: The proposed project would not create a need for new or expanded downstream storm drainage facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-4: The proposed project would not generate substantial amounts of solid waste that exceed the capacity for the landfill and would comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation is necessary.	Less than significant impact.
Impact US-5: The proposed project would not result in the inefficient, unnecessary, or wasteful consumption of energy.	No mitigation is necessary.	Less than significant impact.

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