

CITY OF EASTVALE

LEAL MASTER PLAN

FINAL ENVIRONMENTAL IMPACT REPORT



Prepared for:

CITY OF EASTVALE
12363 LIMONITE AVENUE, SUITE 910
EASTVALE, CA 91752

Prepared by:

Michael Baker
INTERNATIONAL

9755 CLAIREMONT MESA BOULEVARD, SUITE 100
SAN DIEGO, CA 92124-1333

OCTOBER 2015

CITY OF EASTVALE
LEAL MASTER PLAN
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Prepared for:

CITY OF EASTVALE
12363 LIMONITE AVENUE, SUITE #910
EASTVALE, CA 91752

Prepared by:

MICHAEL BAKER INTERNATIONAL, INC.
9755 CLAIREMONT MESA BOULEVARD, SUITE 100
SAN DIEGO, CA 92124-1333

OCTOBER 2015

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1.0 INTRODUCTION

This Final Environmental Impact Report (Final EIR) was prepared in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines (Section 15132). The City of Eastvale (City) is the lead agency for the environmental review of the proposed Leal Master Plan (project; proposed project). The City has the principal responsibility for approving the project. This Final EIR assesses the expected environmental impacts resulting from approval and implementation of the proposed project, as well as responds to comments received on the Draft EIR.

1.1 BACKGROUND AND PURPOSE OF THE EIR

BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS OF THE PROJECT

The following is an overview of the environmental review process for the proposed Master Plan that led to the preparation of this Final EIR.

Notice of Preparation

The Notice of Preparation (NOP) for the Draft EIR was distributed and advertised for agency and public review on Monday, March 9, 2015, with the review period ending on Thursday, April 9, 2015. A scoping meeting was held on March 18, 2015, to solicit input from interested agencies and the public. The City received several comment letters regarding the scope and content of the Draft EIR during the NOP comment period and at the public scoping meeting. These comments, provided in **Appendix A** of the DEIR, were carefully considered in crafting the analysis and findings of the Draft EIR.

Draft EIR

The Draft EIR was released for public and agency review on July 23, 2015, with the 45-day review period ending on September 7, 2015. The Draft EIR contains a detailed description of the project, description of the environmental setting, identification of project impacts (direct, indirect, and cumulative), and mitigation measures for impacts found to be significant, as well as an analysis of a reasonable range of project alternatives. The Draft EIR was sent directly to responsible agencies and was made available for public review at City Hall, at the public library, and on the City's website.

Final EIR

The City received a total of six comment letters from agencies and interest groups regarding the analysis and findings contained in the Draft EIR. Section 2.0 of this Final EIR, Responses to Comments on the Draft EIR, contains copies of the letters received along with corresponding lead agency responses as required by State CEQA Guidelines Section 15088. This document also contains minor edits to the Draft EIR, which are included in Section 3.0, Revisions to the Draft EIR. Together, these chapters constitute the Final EIR.

Certification of the Final EIR/Project Consideration

The City will review and consider the Final EIR. If the City finds that the Final EIR is "adequate and complete," the City may certify the Final EIR. The rule of adequacy generally holds that the EIR can be certified if it: (1) shows a good faith effort at full disclosure of environmental information; and (2) provides sufficient analysis to allow decisions to be made regarding the project in contemplation of its environmental consequences.

1.0 INTRODUCTION TO THE FINAL EIR

Upon review and consideration of the Final EIR, the City may take action to adopt, revise, or reject the proposed Leal Master Plan. A decision to approve the proposed project would be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093. Public Resources Code Section 21081.6 also requires lead agencies to adopt a mitigation monitoring and reporting program to describe measures that have been adopted or made a condition of project approval in order to mitigate or avoid significant effects on the environment.

1.2 INTENDED USES OF THE EIR

The EIR is intended to evaluate the environmental impacts of the project to the greatest extent possible. This EIR, in accordance with CEQA Guidelines Section 15126, should be used as the primary environmental document to evaluate all planning and permitting actions associated with the project. Please refer to Section 2.0, Project Description, of the Draft EIR for a detailed discussion of the proposed project.

1.3 ORGANIZATION AND SCOPE OF THE FINAL EIR

This document is organized in the following manner:

SECTION 1.0 – INTRODUCTION TO THE FINAL EIR

Section 1.0 provides an overview of the EIR process to date as well as an overview of the contents of the Final EIR.

Section 2.0 – RESPONSES TO COMMENTS ON THE DRAFT EIR

Section 2.0 provides a list of commenters, copies of written comments (coded for reference), and the lead agency responses to those comments made on the Draft EIR.

Section 3.0 – REVISIONS TO THE DRAFT EIR

Section 3.0 provides a list of revisions made to the Draft EIR as a result of comments received and other editorial changes.

2.0 COMMENTS AND RESPONSES TO COMMENTS ON THE DRAFT EIR

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

2.1 LIST OF COMMENTERS

The following agencies and organizations submitted written comments on the Draft EIR:

Letter	Agency/Organization	Date
A	California Department of Transportation (Caltrans)	July 30, 2015
B	Santa Ana Watershed Project Authority	July 28, 2015
C	California Department of Fish and Wildlife	August 27, 2015
D	City of Ontario	August 28, 2015
E	Soboba Band of Luiseño Indians	September 1, 2015
F	San Bernardino County Department of Public Works	September 8, 2015

2.2 COMMENTS AND RESPONSES

REQUIREMENTS FOR RESPONDING TO COMMENTS ON A DRAFT EIR

State CEQA Guidelines Section 15088 requires that lead agencies evaluate all comments on environmental issues received on the Draft EIR and prepare a written response. The written response must address the significant environmental issue raised and must be detailed, especially when specific comments or suggestions (e.g., additional mitigation measures) are not accepted. In addition, there must be a good faith and reasoned analysis in the written response. However, lead agencies need only respond to significant environmental issues associated with the project and do not need to provide all the information requested by commenters, as long as a good faith effort at full disclosure is made in the EIR (State CEQA Guidelines Section 15204).

State CEQA Guidelines Section 15204 recommends that commenters provide detailed comments that focus on the sufficiency of the Draft EIR in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. State CEQA Guidelines Section 15204 also notes that commenters should provide an explanation and evidence supporting their comments. Pursuant to State CEQA Guidelines Section 15064, an effect shall not be considered significant in the absence of substantial evidence supporting such a conclusion.

State CEQA Guidelines Section 15088 also recommends that where a response to comments results in revisions to the Draft EIR, those revisions be incorporated as a revision to the Draft EIR or as a separate section of the Final EIR.

RESPONSES TO COMMENT LETTERS

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

Where changes to the Draft EIR text result from responding to comments, those changes are included in the response and demarcated with revision marks (underline for new text, ~~strikeout~~ for deleted text). The responses to comments were prepared by City staff and Michael Baker International.

Letter A

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr. Governor

DEPARTMENT OF TRANSPORTATION

DISTRICT 8
PLANNING (MS 722)
464 WEST 4th STREET, 6th Floor
SAN BERNARDINO, CA 92401-1400
PHONE (909) 383-4557
FAX (909) 383-5936
TTY (909) 383-6300
www.dot.ca.gov/dist8



Serious drought
Help save water!

July 30, 2015

City of Eastvale
Planning Department
Eric Norris
Planning Director
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Draft Environmental Impact Report for the Leal Master Plan (RIV 15 PM 48.29)

Mr. Norris,

We have completed our initial review for the above mentioned proposal of a long-range planning document that identifies the general parameters for future development of the project site, an approximately 160 acres land holding that includes one of the city's last operating dairies.

The Leal Master Plan envisions future development of the project site as the city's town center, including a "lifestyle" retail center as described in the Master Plan, complementary office, civic, hotel, residential, and recreation and entertainment use.

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

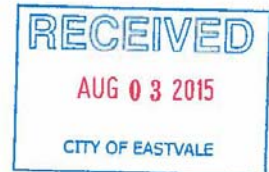
We recommend the following to be provided:

Traffic Study

- A Traffic Impact Study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities and to propose appropriate mitigation measures. The study should be based on Caltrans' *Guide for the Preparation of Traffic Impact Studies (TIS)* which is located at the following website:
http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf
Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

A-1

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"



Letter A Continued

Mr. Norris
July 30, 2015
Page 2

- Traffic Impact further away from the project is typically not required because a project's potential impacts to the SHS dissipate to less than significant levels as traffic disperses throughout the transportation system. | A-2
- The data used in the TIS should not be more than 2 years old. | A-3
- The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips. | A-4
- Traffic Analysis Scenarios should clearly be exhibited as exiting, existing + project, existing + project + cumulative, and existing + project + cumulative + ambient growth. | A-5
- Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards. | A-6
- The LOS for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C". | A-7
- Clearly indicate LOS with and without improvements. | A-8
- It is recommended that the Synchro Analysis includes all intersections from the Project site to the proposed study areas. A PHF of 0.92 in urban areas is recommended to be used in the Synchro Analysis. | A-9
- All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive. | A-10

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Letter A Continued

Mr. Norris
July 30, 2015
Page 3

- Proposed improvements should be exhibited in preliminary drawings that indicate the LOS with improvements. | A-11
- Please submit a hard copy of all Traffic Impact Analysis documents and an electronic Synchro Analysis file. | A-12

Multimodal Accessibility:

Caltrans encourages the provision of multimodal transportation options for road users in order to mitigate congestion and reduce vehicle miles traveled, which in turn reduces greenhouse gas emissions and our State's effect on climate change. This is reflected in our mission, to "provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability". Caltrans therefore seeks to reduce vehicle trips associated with proposed new local development and recommends appropriate mitigation measures that address the transportation impacts of such development. These measures may include the planning and provision of access for the circulation of bicycles, pedestrians, and transit users.

Under Deputy Directive 64-R2: Complete Streets- Integrating the Transportation System (10/17/2014), Caltrans employees have been advised to:

- Collaborate with local and regional partners to plan, develop, and maintain effective bicycle, pedestrian, and transit networks.
- Encourage local agencies to include bicycle, pedestrian, and transit elements in regional and local planning documents, including general plans, transportation plans, and circulation elements.
- Promote land uses that encourage bicycle, pedestrian, and transit travel.
- Promote awareness of bicycle, pedestrian, and transit needs to develop an integrated, multimodal transportation system.
- Maximize bicycle, pedestrian, and transit safety and mobility through each project's life cycle.

Prior to your submission for an Encroachment Permit, a follow-up Traffic Study Report letter will be required from the Department of Planning. | A-14

We appreciate the opportunity to offer comments concerning this project. If you have any questions regarding this letter, please contact Talvin Dennis at (909) 806-3957 or myself at (909) 383-4557 for assistance.

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

Letter A Continued

Mr. Norris
July 30, 2015
Page 4

Sincerely,



MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter A Mark Roberts, California Department of Transportation (Caltrans)

Responses

- A-1 The commenter states that a Traffic Impact Study (TIS) is necessary to determine the near-term and long-term impacts and to propose appropriate mitigation measures.**

A transportation impact assessment was included with the DEIR and is attached as Appendix 3.2. The second phase of the project will include the requirement for a traffic impact analysis linked to the establishment of a development plan.

- A-2 The commenter states that traffic impact further away from the project is typically not required because a project's potential impacts to the state highway system dissipate to less than significant levels as traffic disperses throughout the transportation system.**

The commenter does not raise an issue specific to the proposed project or the EIR. No revision or further explanation is necessary. The City typically requires analysis of intersections that result in 50 peak-hour trips or more from a project. Occasionally, project scoping results in analysis beyond this threshold. The project-specific traffic impact analysis prepared for the second stage of development will be linked to the proposal, land configuration, and development timeline unique to the phase.

- A-3 The commenter states that the traffic data used in the Traffic Impact Study should not be more than two years old.**

According to the transportation impact assessment (TIA) completed by Fehr & Peers, which is attached as Appendix 3.2 to the DEIR, the date of the TIA is May 12, 2015, and data collected for analysis was obtained in April 2015. Therefore, the data used is less than two years old. Additional traffic counts will be taken for the second phase of the project if development is proposed beyond two years from May 12, 2015.

- A-4 The commenter states that the geographic area examined in the traffic study should include all regionally significant arterial system segments and intersections.**

The TIA evaluated the adjacent roadways as well as those considered regionally significant to the City of Eastvale. Transportation impacts are generally less with distance from the project. The TIA for the second stage will be scoped and prepared consistent with regional transportation modeling and will include adjacent agencies and facilities.

- A-5 The commenter states that the traffic analysis scenarios should clearly be exhibited as existing, existing plus project, existing plus project plus cumulative, and existing plus project plus cumulative plus ambient growth.**

The TIA labels traffic scenarios as follows: Existing Conditions; Existing Plus Project; Cumulative No Project; and Cumulative Plus Project Conditions. Cumulative impacts are inclusive of ambient growth, and although the scenarios are labeled slightly differently, the document adequately addresses the CEQA-required comparison of existing conditions (baseline) with existing plus project conditions.

A-6 The commenter requests that any direct and cumulative impacts to the state highway system be eliminated or reduced to a level of insignificance.

As shown in Draft EIR Section 3.2, Transportation and Traffic, on pages 3.2-2 and 3.2-3, the TIA concluded that impacts to the Cantu-Galleano Ranch Road: I-15 Ramps to Hamner Avenue would be less than cumulatively considerable in contributing to cumulative traffic volumes in the region. However, impacts to I-15: South of Limonite, I-15: North of State Route 60, Limonite Avenue: Hamner Avenue to I-15, and Limonite Avenue: I-15 Ramps to Wineville Avenue all were deemed significant and unavoidable.

As discussed in Section 6.3.2 of the Leal Master Plan, full public improvements to Hamner Avenue, Limonite Avenue, Scholar Way and 58th Street will be constructed with the first phase of development. Improvements to Scholar Way and 58th Street may be provided in the form of full-width pavement and sidewalks, with the provision that landscaping must be installed at the time that development occurs adjacent to the street. In addition, as identified in mitigation measure **MM 3.2.1a**, a fair share of funding is required to be paid for widening Limonite Avenue along the project frontage from two to three lanes in each direction. The widening of the roadway is part of the Riverside County Transportation Uniform Mitigation Fee (TUMF), which is paid prior to the issuance of a building permit. Further, mitigation measure **MM 3.2.1c** requires the widening of Hamner Avenue, which would help mitigate the congestion on the Interstate 15 (I-15) ramps. This would be done either through fair-share funding and/or facility financing plans approved for the Leal Master Plan. These mitigation measures are all clearly reflected in Section 3.2, Transportation and Traffic, of the Draft EIR.

It should be noted that any development proposed in the second stage of the project will be required to prepare additional analysis consistent with the development proposal. The additional analysis may result in changes to signal phasing or other roadway improvements unique to the development proposal.

A-7 The commenter states that Caltrans endeavors to maintain a target level of service (LOS) at the transition between LOS C and LOS D on state highway facilities; however, the commenter acknowledges that this may not always be feasible and recommends that the lead agency consult with the commenter to determine the appropriate target level of service.

The commenter does not raise an issue specific to the proposed project or the EIR. No revision or further explanation is necessary.

A-8 The commenter requests that the level of significance clearly indicate with and without improvements.

The TIA (included as Appendix 3.2 to the Draft EIR) identifies improvements as mitigation measures. So in this instance the term *with improvements* and mitigation measures are considered synonymous in that the roadway segments determined to conflict with the City's performance standard of LOS C on local roadways in the "with project" scenario are equivalent to "without improvements." Mitigation measures include the roadway improvements that are needed to reduce impacts to those roadways that are determined to conflict with level of service standards upon project implementation.

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

- A-9** The commenter recommends that the Synchro analysis include all intersections from the project site to the proposed study areas. A peak-hour factor (PHF) of 0.92 in urban areas is recommended.

The TIA prepared as part of the City's review of plans submitted in the second stage of the proposed project will be scoped to include a PHF of 0.92 in urban areas, or as recommended by the transportation agencies during the scoping period.

- A-10** The commenter states that all freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause traffic queues to exceed storage capacities should be examined. Further, if ramp metering is to occur, a ramp queue analysis is required at all Caltrans metered on-ramps.

As stated under Impact 3.2.1 beginning on page 3.2-4 of the Draft EIR, the project is expected to degrade Limonite Avenue between Hamner Avenue and the I-15 southbound ramp to change from LOS C to LOS F. Furthermore, Limonite Avenue between the northbound I-15 ramp and Wineville Avenue is expected to degrade from LOS D to LOS F. Both the TIA and Section 3.2 of the DEIR identify mitigation measures ("with improvement" scenario) that would reduce impacts to less than significant.

- A-11** The commenter notes that proposed improvements should be exhibited in preliminary drawings that indicate the level of service with improvements.

There are no improvement drawings at this level of the proposed project. Drawings will be prepared during the second stage submittal, at which time a development-specific TIA will be prepared.

- A-12** The commenter requests that a hard copy of all traffic impact analysis documents and an electronic Synchro analysis file be submitted.

This will be completed during the traffic impact analysis prepared for the second stage of the proposed project.

- A-13** The commenter encourages multimodal transportation options such as pedestrian, bicycle, and transit.

The proposed project is consistent with adopted General Plan policies related to non-motorized transportation in the area in that the Master Plan includes facilities to support bicycles and pedestrians on-site. The Master Plan allows a mix of uses that will increase project trip internalization, and potential land use densities on the project site will support transit use in the project area.

The proposed Master Plan includes the requirement that a project-wide pedestrian and bicycle access and circulation plan be provided with submittal of the vehicular circulation plan during the second stage of the planning process (Leal Master Plan Section 4.3.8). The pedestrian and bicycle access and circulation plan is required to provide pedestrian and bicycle access along all major roadways and internally within each development. In addition, pedestrian and bicycle access is required to be consistent with Chapters 4 and 5 of the Eastvale Design Standards and Guidelines for residential and nonresidential site design.

Riverside Transit Agency Routes 3 and 29 currently provide access to the project site. The Master Plan (Section 5.2.2.1) requires that project-wide design guidelines be submitted during the second stage of the planning process, and that these include site design and circulation guidelines addressing transit facilities and access.

In addition, mitigation measure MM 3.2.1b as included in the Leal Master Plan Mitigation Program requires future development projects to prepare focused traffic studies which would address site- and project-specific impacts to pedestrian, transit, and bicycle facilities.

Mitigation measure MM 3.2.1b would ensure that future development would not decrease the performance of alternative modes of transportation, including bicycle, pedestrian, and transit facilities. Furthermore, the project does not conflict with policies supporting alternative modes of transportation. Therefore, this impact would be reduced to less than significant.

A-14 The commenter states that prior to the submission for an encroachment permit, a follow-up traffic study report letter will be required from the Department of Planning.

The second stage of the planning process (per chapter 5 of the Master Plan) will include preparation of a development-specific TIA that will accompany any permit for encroachment. The City also ensures that TIA scopes are reviewed by Caltrans prior to completion when state facilities are involved.



Letter B

Santa Ana Watershed Project Authority

OVER 45 YEARS OF INNOVATION, VISION, AND WATERSHED LEADERSHIP



One Water One Watershed
AWRA INTEGRATED WATER RESOURCES MANAGEMENT AWARD
HARVARD KENNEDY SCHOOL'S TOP 25 INNOVATIONS IN AMERICAN GOVERNMENT

July 28, 2015

Thomas P Evans
Commission
Chair

Eric Norris, Planning Director
City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Celeste Cantú
General
Manager

RE: Notice of Availability for Public Review of a Draft Environmental Impact Report for the Leal Master Plan

Dear Mr. Norris,

Orange
County
Water
District

The Santa Ana Watershed Project Authority is in receipt of your Notice of Availability for Public Review of a Draft Environmental Impact Report for the Leal Master Plan. The proposed project comes in close proximity to our Inland Empire Brine Line and we hereby request that its location be noted in the document as to inform the reviewing parties of its existence.

Western
Municipal
Water District

The position of SAWPA is neutral in regards to the Notice of Availability for Public Review of a Draft Environmental Impact Report for the Leal Master Plan, however as owners of the Inland Empire Brine Line, our objective is to inform any entity that proposes construction activities within the vicinity of the Inland Empire Brine Line about its location so that any potential conflicts are mitigated and the protection and integrity of the Inland Empire Brine Line are maintained.

Eastern
Municipal
Water
District

The area observed as a potential conflict, based on the map included in the proposal, is on Assessor's lot bounded by 58th street, Limonite Avenue, and Hamner Avenue in Eastvale. The planned construction of a Town Center is determined to be within proximity to the Inland Empire Brine Line. Specifically, the proposed location of the Town Center resides directly on top of a portion of the Brine Line, and is bounded by another portion of the Brine Line which lies beneath Hamner Avenue. Additionally, depending upon the production-type of the upcoming industrial facility, on the lot stated above, businesses within the Town Center may find the disposal of saline wastewater into the Inland Empire Brine Line beneficial if they are a producer.

San
Bernardino
Valley
Municipal
Water
District

Thank you for reviewing and implementing this information where applicable. If you have any questions, please contact us at (951) 354-4220.

Inland
Empire
Utilities
Agency

Sincerely,

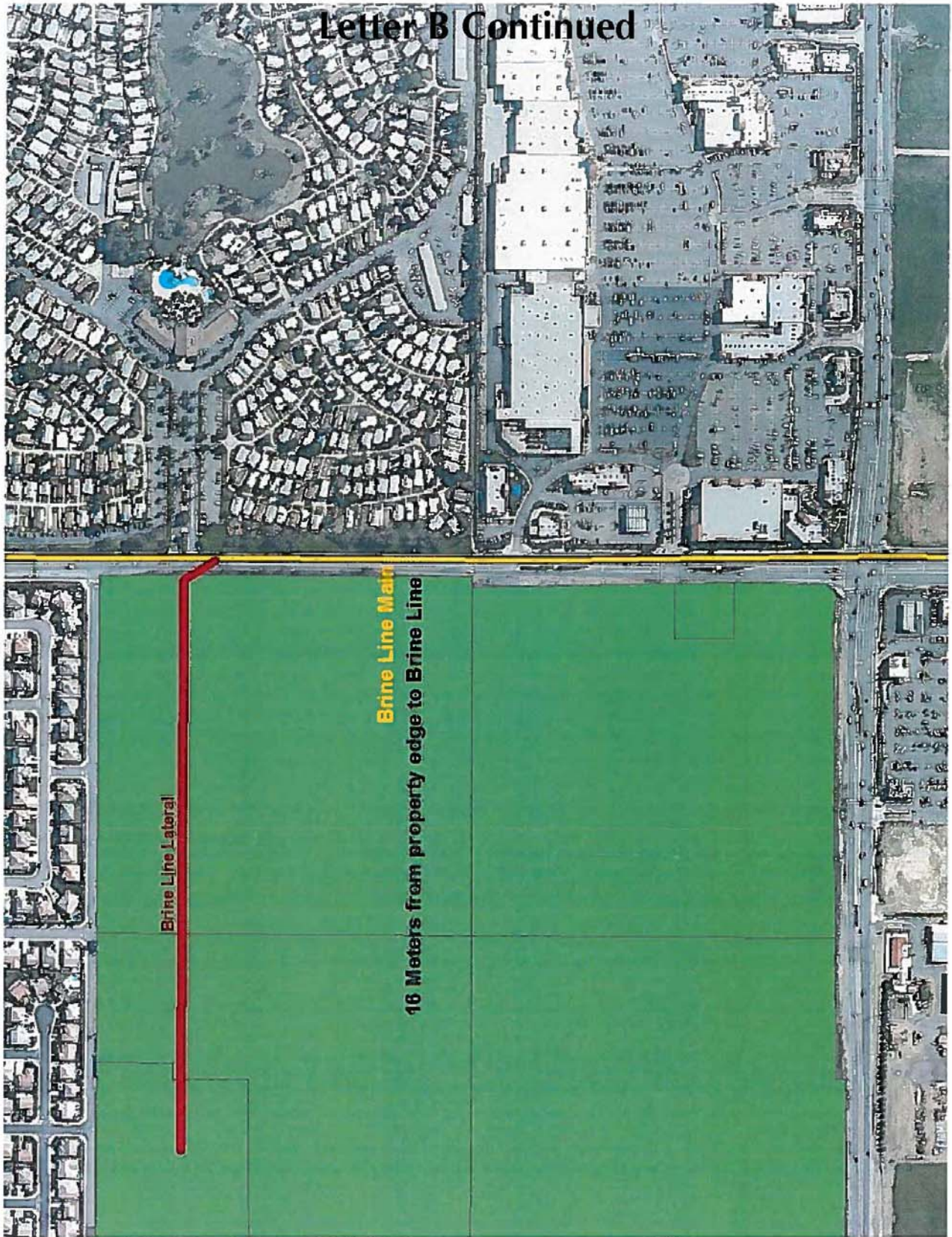
Mark R. Norton PE, LEED AP, ENV SP
Water Resources & Planning Manager.



Attachments: GIS map of Town Center Lot and Inland Empire Brine Line

11615 Sterling Avenue, Riverside, CA 92503 • 951.354.4220
www.sawpa.org • www.sawpa.org/OWOW





2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter B **Mark R. Norton, Santa Ana Watershed Project Authority (SAWPA)**

Responses

B-1 The commenter states that the planned construction of the Town Center is directly over a portion of the existing Inland Empire Brine Line, which partly lies beneath Hamner Avenue. The commenter additionally notes that businesses within the Town Center may find disposal of the saline wastewater into the existing Inland Empire Brine Line a beneficial use.

The existence of the Inland Empire Brine Line will be included in the documentation for the project as both an opportunity and a design feature. The proposed Master Plan is not affecting the line, and no environmental issue has been raised by the commenter. It is possible that future uses on the proposed project site could benefit from the line. Any use of the line would be evaluated in the second stage development-specific analysis and coordinated with SAWPA.

Letter C



State of California - Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Inland Deserts Region
3602 Inland Empire Blvd., Suite C-220
Ontario, CA 91764
(909) 484-0459
www.wildlife.ca.gov

EDMUND G. BROWN, Jr., Governor
CHARLTON H. BONHAM, Director



August 27, 2015

Mr. Eric Norris
Planning Director
City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Subject: Draft Environmental Impact Report
Leal Master Plan Project
State Clearinghouse No. 2015031028

Dear Mr. Norris:

The California Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the Leal Master Plan Project (project) [State Clearinghouse No. 2015031028]. The Department is responding to the DEIR as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The 161-acre project site is located north of Limonite Avenue, west of Hamner Avenue, south of 58th Street, and east of Scholar Way within the City of Eastvale, Riverside County, California; Assessor's Parcel Numbers (APNs) 164-030-010, 164-030-012, 164-030-013, 164-030-014, 164-030-024, and 164-030-025.

The project consists of adoption of the Leal Master Plan, a long-range planning document that identifies the general parameters for the project site. The Leal Master Plan includes permitted uses and development standards for six land use districts: a Lifestyle Center, General Commercial, Commercial Office, Residential Medium, Residential High, and Civic Center. When completely built out, the site is expected to support a maximum of 660 multi-family homes, 1,525,000 square feet of general retail, 460,000 square feet of general office space, 460,000 square feet of medical office space, 450 hotel rooms, and a 100,000 square-foot civic center.

Conserving California's Wildlife Since 1870

Letter C Continued

Draft Environmental Impact Report
Leal Master Plan Project
SCH No. 2015031028
Page 2 of 4

Comments

The Department has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species (i.e., biological resources); and administers the Natural Community Conservation Planning Program (NCCP Program). The Department offers the comments and recommendations presented below to assist the City of Eastvale (City; the CEQA lead agency) in adequately identifying and/or mitigating the project's significant, or potentially significant, impacts on biological resources.

Following review of the Biological Resources section of the DEIR, the Department identified a number of questions, comments and concerns, and requests that each of these be addressed prior to adoption of the final EIR. The Department's questions, comments, and concerns include:

Environmental Setting

The Department acknowledges that the Leal Master Plan DEIR is described as a program EIR, and that focused, species-specific surveys may be premature at this stage of the planning process. However, the Department is concerned by the DEIR's lack of a complete biological description of the existing habitat and on-site watercourses, and its reliance on data sources from existing databases, e.g., the California Natural Diversity Database (CNDDB). These data sources generally only provide presence data and should not be used as evidence of the absence of a species or habitat on the site.

The Department expects that additional environmental review and associated effects analysis will be required for each subsequent phase of development on the project site. However, if preparation of a subsequent environmental review that 1) covers the entire site and 2) is circulated for public review is not anticipated, the Department requests that the City recirculate this DEIR and include, at a minimum, the results of current habitat assessments for any special status species that have the potential to be present on-site as well as a thorough and detailed description of any riparian, riverine, stream, and/or artificial drainage resources on-site. A thorough evaluation of the existing environmental setting that covers the entire site is required to allow the Department to review the totality of the project's impacts and to avoid "piecemealing" of the project (CEQA Guidelines § 15126).

Lake and Streambed Alteration Program

Based on a review of aerial photography, it appears that at least one drainage feature exists along the south edge of the project site. Fish and Game Code section 1602 requires an entity to notify the Department prior to commencing any activity that may do one or more of the following: Substantially divert or obstruct the natural flow of any river, stream or lake; Substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or Deposit debris, waste or other materials that could pass

C-1

Letter C Continued

Draft Environmental Impact Report
 Leal Master Plan Project
 SCH No. 2015031028
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into any river, stream or lake. Please note that "any river, stream or lake" includes those that are episodic (i.e., those that are dry for periods of time) as well as those that are perennial (i.e., those that flow year round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

C-1
 cont.

Please note the Department's criteria for determining the presence of areas subject to Fish and Game Code section 1602 jurisdiction is more comprehensive than the Western Riverside Multiple Species Conservation Plan (MSHCP) criteria in Section 6.1.2.

Upon receipt of a complete notification, the Department determines if the proposed project activities may substantially adversely affect existing fish and wildlife resources and whether a Lake and Streambed Alteration (LSA) Agreement is required. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify your project that would eliminate or reduce harmful impacts to fish and wildlife resources.

C-2

The Department's issuance of an LSA Agreement is a "project" subject to CEQA (see Pub. Resources Code 21065). To facilitate issuance of an LSA Agreement, if necessary, the DEIR should fully identify the potential impacts to the lake, stream, or riparian resources, and provide adequate avoidance, mitigation, and monitoring and reporting commitments. Early consultation with the Department is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources. To obtain a Lake or Streambed Alteration notification package, please go to <https://www.wildlife.ca.gov/Conservation/LSA/Forms>.

Specific Species Impacts

1. Western Pond Turtle. The western pond turtle, a California Species of Special Concern, has been known to occur in ponds and waste-treatment lagoons associated with dairies within the Prado Basin. Following review of aerial photography and the DEIR, the Department is unclear whether sufficient ponding and/or slow-moving water occurs on the project site to support the western pond turtle. Please clarify whether the site is capable of supporting this species.
2. Burrowing Owl. Please clarify whether suitable habitat for burrowing owl exists on the project site, and if so, please describe and quantify it. If suitable habitat exists on-site, please note that focused burrowing owl surveys will be required per MSHCP Burrowing Owl Species Conservation Objective 5 (MSHCP Volume Two). For the Burrowing Owl Survey Instructions for the MSHCP, please see http://rctlma.org/Portals/1/EPD/consultant/burrowing_owl_survey_instructions.pdf.
3. Nesting and Migratory birds. Mitigation Measure MM 3.7.1 defines the avian nesting season as January 15 through August 31, and requires a nesting bird survey to be conducted up to three days prior to clearing and/or construction

C-3

C-4

C-5

Letter C Continued

Draft Environmental Impact Report
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Page 4 of 4

activities planned within that time period. However, some raptors (e.g., white-tailed kites) may commence nesting prior to January 15, and passerines may nest later than August 31. Due to the nesting season's variability, the Department recommends that nesting bird surveys be required prior to ground disturbing and/or vegetation clearing activities regardless of the time of year.

C-5
cont.

The Department appreciates the opportunity to comment on the DEIR for the Leal Master Plan Project (SCH No. 201031028), and requests that the City address the Department's comments and concerns prior to adoption of the final EIR. If you should have any questions pertaining to these comments, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,


(Fin) Leslie MacNair
Regional Manager

cc: State Clearinghouse, Sacramento

Letter C Leslie MacNair, California Department of Fish and Wildlife (CDFW)

Responses

- C-1 The commenter states that based on aerial photography, there is at least one drainage feature along the south edge of the project site. The commenter states that prior to commencing any activity affecting any lake or streambed, the CDFW must be notified.**

Mitigation measure MM 3.7.2 in Draft EIR Section 3.7, Biological Resources, identifies that a jurisdictional delineation must be prepared for each subsequent project. Mitigation measure MM 3.7.3 identifies that each impact to jurisdictional waters must be mitigated to no net loss standard as determined through a variety of permit processes including the CDFW's Streambed Alteration Agreement Program. Subsequent applicants must submit proof to the City. The CDFW will be notified through this process by the applicant.

- C-2 The commenter states that the department's criteria for determining the presence of areas subject to Fish and Game Code Section 1602 are more comprehensive than the MSHCP criteria in Section 6.1.2. The commenter also summarizes the process of obtaining a Lake and Streambed Alteration (LSA) Agreement.**

See Response C-1.

- C-3 Western Pond Turtle. A California Species of Special Concern, this turtle has been known to occur in ponds and waste treatment lagoons associated with the dairies within the Prado Basin. The commenter states that the CDFW is unclear whether sufficient ponding and/or slow-moving water occurs on the project site to support this species.**

Western pond turtle is a covered species in the MSHCP. Future applicants, through the City's participation in the MSHCP, will pay the necessary fees to mitigate all project impacts to covered species. The MSHCP EIR determined that the impacts resulting from implementation of the covered activities of the MSHCP would be less than significant to Non-Listed Covered Species (including western pond turtle). Knowledge of the species' presence in the Master Plan area will not alter the conclusion of the analyses.

- C-4 Burrowing Owl. The commenter requests clarification whether suitable habitat exists for the burrowing owl.**

As stated on page 3.7-6 of the Draft EIR, suitable habitat for burrowing owl exists within the Master Plan area. Burrowing owls are a covered species in the MSHCP. Project compliance with the MSHCP fully mitigates impacts for this covered species, including required future surveys/assessments.

- C-5 Nesting and Migratory Birds. The commenter states that mitigation measure MM 3.7.1 defines avian nesting season as January 15 through August 31. However, some raptors may commence nesting prior to January 15, and passerines may nest later than August 31.**

The first paragraph of mitigation measure MM 3.7.1 is amended as follows:

All construction and clearing activities shall be conducted outside of the main avian nesting season (January 15–August 31), when feasible. ~~If clearing and/or construction activities occur during the nesting season,~~ Preconstruction surveys for nesting

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

raptors, special-status resident birds, and other migratory birds protected by the Migratory Bird Treaty Act shall be conducted by a qualified biologist, up to 3 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

Letter D

CITY OF



ONTARIO

303 EAST "B" STREET, CIVIC CENTER

ONTARIO

CALIFORNIA 91764-4105

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August 28, 2015

City of Eastvale
Mr. Eric Norris, Planning Director
12363 Limonite Avenue, Suite 910
Eastvale, California 91752

**RE: NOTICE OF AVAILABILITY FOR PROPOSED LEAL MASTER PLAN
LOCATED IN THE CITY OF EASTVALE**

Mr. Norris,

Thank you for allowing the City of Ontario an opportunity to review and comment on the above referenced project. The City requests that the following comment be addressed:

- The EIR traffic analysis should include analyses of all intersections on Hamner, Haven and Archibald Avenues between the county line and the SR 60 Freeway projected to receive 50 or more two-way peak hour trips at project build out. **D-1**
- The EIR traffic analysis should determine the fair share mitigation cost for the widening of Archibald Avenue crossing over the county line channel. **D-2**

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

Sincerely,

Richard Ayala
Senior Planner



www.ci.ontario.ca.us

Printed on recycled paper.

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter D Richard Ayala, City of Ontario

Responses

- D-1 The commenter recommends that the traffic analysis include analyses of all intersections on Hamner, Haven, and Archibald avenues between the county line and State Route 60 projected to receive 50 or more two-way peak-hour trips at project buildout.**

The proposed Leal Master Plan will not result in physical development of the site. The Master Plan includes potential for several land uses that will be determined with a submittal during the second stage of planning of the project (as provided in Chapter 5 of the Master Plan, "Development Process"). The second stage submittal must be accompanied by a development-specific TIA scoped and completed to City of Eastvale standards. The City's standards require analysis of intersections that receive 50 or more two-way peak-hour trips at project buildout.

- D-2 The commenter suggests that the traffic analysis determine the fair share mitigation cost for the widening of Archibald Avenue crossing over the county line channel.**

As noted in Response D-1, a development-specific TIA will be developed with a submittal during the second stage of planning for the project. The analysis will include evaluation of infrastructure needed to address development-specific project impacts and may also require funding for those improvements not currently included in a local or regional capital improvement fee program.

Letter E

September 1, 2015

Attn: Eric Norris, Planning Director
City of Eastvale
Planning Department
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752



Re: Draft Environmental Impact Report for the Leal Master Plan

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. The information provided to us on said project(s) has been assessed through our Cultural Resource Department, where it was concluded that although it is outside the existing reservation, the project area does fall within the bounds of our Tribal Traditional Use Areas. At this time the Soboba Band does not have any immediate concerns with the proposed project. The tribe requests notification of any inadvertent discoveries that may be discovered during the course of the project.

E-1

Sincerely,

A handwritten signature in black ink, appearing to read "JOE", with a long horizontal line extending to the right.

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the City of Eastvale. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter E Joseph Ontiveros, Soboba Band of Luiseño Indians

Responses

- E-1 The commenter states that the project falls outside the existing reservation boundaries; however, it falls within the Tribal Traditional Use Areas. The commenter notes that at this time, the Soboba Band has no comments and appreciates the opportunity to provide feedback.

The commenter does not raise an issue specific to the proposed project or the EIR. No revision or further explanation is necessary.

Letter F

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.7876
www.SBCounty.gov



Department of Public Works
Environmental & Construction • Flood Control
Operations • Solid Waste Management
Surveyor • Transportation

Gerry Newcombe
Director

September 8, 2015

File: 10(ENV)-4.01

Eric Norris, Planning Director
City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA. 91752

**RE: CEQA- NOTICE OF AVAILABILITY OF A DRAFT ENVIRONMENTAL IMPACT REPORT
FOR THE LEAL MASTER PLAN FOR THE CITY OF EASTVALE**

Dear Mr. Norris:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on July 23, 2015**, and pursuant to our review, we have no comments.

F-1

Sincerely,

NIDHAM ARAM ALRAYES, MSCE, PE, QSD/P
Public Works Engineer III
Environmental Management

NAA:PE:sr

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2.0 RESPONSES TO COMMENTS ON THE DRAFT EIR

Letter F Nidham Aram Alrayes, San Bernardino County Department of Public Works

Responses

F-1 The commenter thanks the City for the opportunity of comment and has no comments at this time.

The commenter does not raise an issue specific to the proposed project or the EIR. No revision or further explanation is necessary.

3.0 REVISIONS TO THE DRAFT EIR

3.1 INTRODUCTION

This section includes text revisions and other edits to the DEIR. These modifications resulted from comments received during the DEIR public review period.

Revisions herein do not result in new significant environmental impacts and do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text) and are organized by section of the DEIR.

3.2 MINOR CHANGES AND EDITS TO THE DEIR

The following changes are made to the Draft EIR based on comments received on the project and review of those comments by the City and by the technical experts responsible for the supporting studies.

3.7 BIOLOGICAL RESOURCES

The following changes to the text have been made to mitigation measure MM 3.7.1 on page 3.7-2:

All construction and clearing activities shall be conducted outside of the main avian nesting season (January 15–August 31), when feasible. ~~If clearing and/or construction activities occur during the nesting season,~~ Preconstruction surveys for nesting raptors, special-status resident birds, and other migratory birds protected by the Migratory Bird Treaty Act shall be conducted by a qualified biologist, up to 3 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

3.0 REVISIONS TO THE DRAFT EIR

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