CITY OF EASTVALE
CITY COUNCIL REGULAR MEETING AGENDA

Rosa Parks Elementary School
13830 Whispering Hills Drive, Eastvale, CA 92880
Wednesday, January 11, 2017
6:30 P.M.

City Council Members
Joseph Tessari, District 2, Mayor
Clint Lorimore, District 3, Mayor Pro Tem
Todd Rigby, District 1
Adam Rush, District 4
Brandon Plott, District 5

Michele Nissen, City Manager
John Cavanaugh, City Attorney
Steven Aguilar, Assistant City Clerk

This Agenda contains a brief general description of each item to be considered. Except as otherwise provided by law, no action or direction shall be taken on any item not appearing on the following Agenda. Unless legally privileged, all supporting documents, including staff reports, and any writings or documents provided to a majority of the City Council after this positing of this agenda are available for review at Eastvale City Hall, 12363 Limonite Avenue, Eastvale, CA 91752 or you may contact Steven D. Aguilar, Assistant City Clerk, at (951) 361-0900 Monday through Thursday from 7:30 a.m. to 5:30 p.m. and available online at www.eastvaleca.gov.

If you wish to speak before the City Council, please complete a Speaker Form identifying which item(s) you wish to address. Please return the completed form to the Assistant City Clerk prior to being heard before the Council. Speakers Forms are available at the front table of the entryway to the Multipurpose Room.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, you should contact the City Clerk's Office at (951) 361-0900.

Regular meetings are recorded and made available on the City's website at www.eastvaleca.gov. Meeting recordings are uploaded to the City's website within 24 hours (unless otherwise noted) after the completion of the meeting and are kept on the website for 30 days.

1. CALL TO ORDER

2. ROLL CALL/INVOCATION/PLEDGE OF ALLEGIANCE

Invocation led by Pastor James Turner of Eastvale Bible Church

3. CLOSED SESSION

3.1 CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION
Initiation of litigation pursuant to subdivision (c) of Section 54956.9
Number of potential case(s): One

4. PRESENTATIONS/ANNOUNCEMENTS

At this time, the City Council may recognize citizens and organizations that have made significant contributions to the community and it may accept awards on behalf of the City.

4.1 Eastvale Health Screening by Corona-Norco Unified School District

4.2 Plaque Presentation and Proclamation to Chief Deputy Jason Horton

5. STUDENT LIAISON REPORT

4.1 Update by Natalie Diaz, Student Liaison

6. PUBLIC COMMENT

This is the time when any member of the public may bring a matter to the attention of the Mayor and the City Council that is within the jurisdiction of the City Council. The Ralph M. Brown act limits the Mayor's, City Council's and staff's ability to respond to comments on non-agendized matters at the time such comments are made. Thus, your comments may be agendized for a future meeting or referred to staff. The City Council may discuss or ask questions for clarification, if desired, at this time. We ask that you fill out a "Speaker Request Form", available at the side table. The completed form is to be submitted to the City Clerk prior to the start of the meeting. Public comment is limited to two (2) minutes each with a maximum of six (6) minutes.

7. CONSENT CALENDAR

Consent Calendar items are normally enacted in one motion. The Mayor or City Council may remove a Consent Calendar item for separate action. Public comment is limited to two (2) minutes each with a maximum of (6) minutes.

7.1 Waive Reading of Ordinances and Resolutions

Submitted by: Steven Aguilar, Assistant City Clerk

RECOMMENDATION:
That the City Council waive the reading of the text of all standard ordinances and resolutions included in the agenda except as specifically required by the Government Code.

7.2 City Council Meeting Minutes

Submitted by: Steven Aguilar, Assistant City Clerk

RECOMMENDATION:
Approve the minutes from the special meeting held on December 14, 2016 and regular meeting held on December 14, 2016.

7.3 Eastvale Connection

Submitted by: Daniella McClister, Public Information Officer

RECOMMENDATION:
Receive and file.

7.4 Acceptance of Public Improvements of Tract 29148, WL Homes, LLC, DBA John Laing Homes – Southeast Corner of Archibald Avenue and 65th Street

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 29148 and Direct Staff to File Respective Notice of Completion

7.5 Acceptance of Public Improvements of Tract 29334-1, William Lyon Homes – Northwest Corner of Scholar Way and 65th Street

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 29334-1 and Direct Staff to File Respective Notice of Completion

7.6 Acceptance of Public Improvements of Tracts 30480, -1, -2, -3, & -4, KB Homes – Archibald Avenue Between 600' North of Smith River Road and 900' South of Fairchild Drive

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt Resolutions Accepting as Complete, the Public Improvements for Tracts 30480, -1, -2, -3, & -4, and Direct Staff to File Respective Notices of Completion – Project 11-0335

7.7 Acceptance of Public Improvements of Tract 30893-1, KB Homes – Southwest Corner of Archibald Avenue and 65th Street

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 30893-1, and Direct Staff to File Respective Notice of Completion – Project 11-0213

7.8 Acceptance of Public Improvements of Tract 30575-1, WL Homes, LLC, DBA John Laing Homes – Northeast Corner of Harrison Avenue and Northfork Road

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 30575-1, and Direct Staff to File Respective Notice of Completion – Project 14-2802

7.9 Acceptance of Public Improvements of Tract 31220, WL Homes, LLC, DBA John Laing Homes – Harrison Avenue and Northfork Road
Submitted by: Joe Indrawan, City Engineer
RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 31220, and Direct Staff to File Respective Notice of Completion – Project 14-2802

7.10 Acceptance of Public Improvements of Tract 31580, WL Homes, LLC, DBA John Laing Homes – Southeast Corner of Harrison Avenue and Blossom Way
Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tract 31580, and Direct Staff to File Respective Notice of Completion – Project 14-2802

7.11 Acceptance of Public Improvements of Tracts 28643-1 & 28643, Capital Pacific Homes – Southeast Corner of Harrison Avenue and Hollowbrook Way
Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting as Complete, the Public Improvements for Tracts 28643-1 & 28643, and Direct Staff to File Respective Notices of Completion

7.12 Improvement and Credit/Reimbursement Agreement Transportation Uniform Mitigation Fee Program for Tracts 32821 and 32821-1 – KB Home
Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
1. Approve the Improvement and Credit/Reimbursement Agreement Transportation Uniform Mitigation Fee Program Between the City of Eastvale and KB Home for Improvements Associated with Tracts 32821 and 32821-1;
2. Authorize the City Manager to Execute all Necessary Documents

7.13 Amended and Restated Rules of Decorum and Procedures for the Conduct of City Council Meetings
Submitted by: John Cavanaugh, City Attorney

RECOMMENDATION:
That the City Council Adopt the Attached Amended and Restated Rules of Decorum and Procedures

7.14 California Fire Code Ordinance 2016-12 Replacing Title 110, Chapter 110.20 (Fire Code) of the Eastvale Municipal Code – Second Reading
Submitted by: Steven Aguilar, Assistant City Clerk

RECOMMENDATION:
Adopt Ordinance No. 2016-12 for Second Reading, Amending in Full Title 110, Chapter 110.20, of the Eastvale Municipal Code Adopting the 2016 California Fire Code.

8. PUBLIC HEARINGS

The public is encouraged to express your views on any matter set for public hearing. It is our procedure to first receive the staff report, then to ask for public testimony, first from those in favor of the project followed by testimony from those in opposition to it, and if there is opposition, to allow those in favor, rebuttal testimony only as to the points brought up in opposition. To testify on the matter, you need to simply come forward to the speaker's podium at the appropriate time, give your name and address and make your statement. After a hearing is closed, you may not further speak on the matter unless requested to do so or are asked questions by the Mayor or a Member of the City Council. Public comment is limited to two (2) minutes each with a maximum of six (6) minutes.

8.1 Project No. PLN 16-00029 and PLN 16-00030 – General Plan Amendment and Change of Zone - Continued from the December 14, 2016, Regular City Council Meeting
Submitted by: Eric Norris, Planning Director

RECOMMENDATION:
Approve the General Plan Amendment and Change of Zone for APN 152-050-050

9. CITY COUNCIL BUSINESS

9.1 Update on Maternity Homes and Enforcement Actions
Submitted by: Michele Nissen, City Manager

RECOMMENDATION:
Discuss and Provide Direction to Staff

9.2 Consideration of an Ad-Hoc Committee to Discuss Possible Solutions for Maternity Homes
Submitted by: Michele Nissen, City Manager

RECOMMENDATION:
1. Form an Ad-Hoc Committee to Serve for a Limited Period of Time for the Purpose of Discussing Possible Solutions for Maternity Home and Short-Term Tenancy Issues
2. Select Two (2) City Council Members to Serve on the Ad-Hoc Committee
3. Determine the Maximum Number of Eastvale Residents to Serve as Members of the Ad-Hoc Committee

9.3 Community Fruit Tree Public-Private Partnership Memorandum of Understanding

Submitted by: Alia Rodriguez, Senior Administrative Analyst

RECOMMENDATION:
Approve the Memorandum of Understanding between the City of Eastvale and Don Pettinger for the Community Fruit Tree Project

9.4 Chandler Station (Fire Station No. 31) Update

Submitted by: Bob Williamson, Construction Manager

RECOMMENDATION:
Receive Informational Update for Discussion

9.5 Acceptance and Quitclaim of Storm Drain Easement for Eastvale MDP Line E-1, Stage 2 – PM 36487 Parcels 3 and 4

Submitted by: Joe Indrawan, City Engineer

RECOMMENDATION:
Adopt a Resolution Accepting Storm Drain Easement within Parcel Map 36487 and Quitclaiming Such Easement to Riverside County Flood Control & Water Conservation District

9.6 Public Safety Commission Appointment

Submitted by: Steven Aguilar, Assistant City Clerk

RECOMMENDATION:
1. Council Member Plott to Select a Member to the Public Safety Commission
2. Administer the Oath of Office to the Incoming Commissioner

9.7 Planning Commission Appointment

Submitted by: Steven Aguilar, Assistant City Clerk

RECOMMENDATION:
1. Council Member Plott to Select a Member to the Planning Commission
2. Administer the Oath of Office to the Incoming Commissioner

10. CITY MANAGER/CITY STAFF REPORT

11. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

11.1 League of California Cities
- Executive Committee (Lorimore)
- Public Safety Committee (Tessari)

11.2 Southern California Association of Governments (Lorimore)

11.3 Western Riverside Council of Governments (Rush)

11.4 Riverside Transit Agency (Plott)

11.5 Northwest Mosquito and Vector Control District (Tessari)

11.6 Riverside County Transportation Commission (Rush)

11.7 Western Riverside County Regional Conversation Agency (Lorimore)

11.8 JCSD Parks Commission (Plott/Rigby)

11.9 Special Events

ADJOURNMENT – The next regular meeting of the Eastvale City Council is scheduled for Wednesday, January 25, 2017, at 6:30 p.m. at Rosa Parks Elementary School, 13830 Whispering Hills Drive, Eastvale, CA 92880.

AFFIDAVIT OF POSTING

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted at the following locations: City Hall, 12363 Limonite Avenue, Suite 910; Rosa Parks Elementary School, 13830 Whispering Hills Drive; Eastvale Library, 7447 Scholar Way; and website of the City of Eastvale (www.eastvale.ca.gov,) not less than 72 hours prior to the meeting. Dated this 5th day of January.

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Steven D. Aguilar
Assistant City Clerk

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.1

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: STEVEN AGUILAR, ASSISTANT CITY CLERK

SUBJECT: WAIVE READING OF STANDARD ORDINANCES AND RESOLUTIONS

RECOMMENDATION: THAT THE CITY COUNCIL WAIVE THE READING OF THE TEXT OF ALL STANDARD ORDINANCES AND RESOLUTIONS INCLUDED IN THE AGENDA EXCEPT AS SPECIFICALLY REQUIRED BY THE GOVERNMENT CODE.

BACKGROUND

The City of Eastvale is a general law city formed under the laws of the State of California. With respect to adoption of ordinances and resolutions, the City adheres to the requirements set forth in the Government Code. Unless otherwise required, the full reading of the text of standard ordinances and resolutions is waived.

DISCUSSION

Not Applicable.

FISCAL IMPACT

Not Applicable.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENT

None.

Prepared by: Steven Aguilar, Assistant City Clerk
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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ITEM 7.2B

MINUTES
CITY OF EASTVALE

City Council Special Meeting
Wednesday, December 14, 2016
5:30 P.M.

Rosa Parks Elementary School
Multipurpose Room
13830 Whispering Hills Drive
Eastvale, CA 92880

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1. CALL TO ORDER
A special meeting of the Eastvale City Council was called to order on December 14, 2016, at 5:48 p.m. by Mayor Bootsma.

2. ROLL CALL/INVOCATION/PLEDGE OF ALLEGIANCE

Present:

Mayor Bootsma
Mayor Pro Tem Tessari
Councilmember Lorimore
Councilmember Rush
Councilmember Simmons

Absent:

None

Also present were:

City Manager Michele Nissen
Assistant City Clerk Steven Aguilar
City Engineer Joe Indrawan
Battalion Chief Justin Scribner
Public Information Officer Daniella McClister
City Attorney John Cavanaugh
Planning Director Eric Norris
Chief of Police Jason Horton
Senior Administrative Analyst Alia Rodriguez

INVOCATION
Pastor Dennis Morales offered the invocation.

PLEDGE OF ALLEGIANCE
Councilmember Lorimore led the assembly in the Pledge of Allegiance to our Flag.

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3. PUBLIC COMMENT

Hari Dihman, Eastvale Chamber of Commerce, congratulated the newly elected Council Members and commended Mayor Bootsma on his term and success with the City Council.

4. CITY COUNCIL REORGANIZATION

4.1 Accept the Declaration of Results of the November 8, 2016, General Municipal Election and Special Election

Assistant City Clerk Aguilar presented the staff report on this item.

On motion of Council Member Lorimore and second by Mayor Pro Tem Tessari, the Council voted unanimously to adopt a resolution reciting the facts of the General Municipal Election and Special Election on November 8, 2016, declaring the results and other such matters as provided by law, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, RECITING THE FACTS OF THE GENERAL MUNICIPAL ELECTION AND SPECIAL ELECTION HELD ON NOVEMBER 8, 2016, DECLARING THE RESULTS AND SUCH MATTERS AS PROVIDED BY LAW

4.2 Presentation to Outgoing City Council Member Richard Simmons

City Manager Nissen presented a plaque to outgoing City Council Member Richard Simmons.

4.3 Presentation to Outgoing Mayor Ike Bootsma

City Manager Nissen presented a plaque and gavel to outgoing Mayor Ike Bootsma. Mayor Bootsma thanked City staff and the residents for allowing him to serve for six years on the City Council and four years as Mayor.

Assistant City Clerk Aguilar requested that item 4.4 – 4.6 be completed at the same time. He called Mayor Pro Tem Tessari, Council Member-Elect Rigby, and Council Member-Elect Plott to the speaker's podium.

4.4 Oath of Office – Todd Rigby, City Council Member, District 1

4.4 Oath of Office – Joseph Tessari, City Council Member, District 2

4.6 Oath of Office – Brandon Plott, City Council Member, District 5

Assistant City Clerk Aguilar administered the Oath's of Office to Todd Rigby, Joseph Tessari, and Brandon Plott.

4.7 Office of Mayor and Mayor Pro Tem

Council Member Lorimore nominated Joseph Tessari to serve as Mayor through December 2017.

On motion of Council Member Lorimore and second by Council Member Rush, the Council voted unanimously to appoint Joseph Tessari as Mayor until the end of Calendar Year 2017.

Council Member Rush nominated Clint Lorimore to serve as Mayor Pro Tem through December 2017.

On motion of Council Member Rush and second by Mayor Tessari, the Council voted unanimously to appoint Clint Lorimore as Mayor Pro Tem until the end of Calendar Year 2017.

Items 4.8 and 4.9 were combined for discussion.

4.8 Planning Commission Appointments
4.9 Public Safety Commission Appointments

Council Member Rush, Council Member Rigby, Mayor Pro Tem Lorimore, and Mayor Tessari reaffirmed their existing appointments to the Planning Commission and Public Safety Commission.

Council Member Plott directed staff to advertise for vacancies for both the Planning Commission and Public Safety Commission.

4.10 City Council Regional Appointments

Mayor Tessari reviewed the current City Council Regional Appointments list and made the following appointments:

Council Member Plott to serve as the delegate and Council Member Rigby to serve as the alternate to the Riverside Transit Agency Board.

Council Member Rush to serve as the delegate and Mayor Tessari to serve as the alternate to the Western Riverside Council of Governments.

Mayor Tessari to serve as the alternate to the Western Riverside County Regional Conservation Agency.

Mayor Tessari reaffirmed the existing appointments to the Riverside County Transportation Commission, Southern California Association of Governments, and Northwest Mosquito and Vector Control District.

4.11 City Council Sub-Committees Appointments

Mayor Tessari reviewed the current City Council Sub-Committees Appointments list and made the following appointments:

Council Member Plott to fill the vacancy on the Finance Committee.

Council Member Rigby to fill the vacancy on the Eastvale Schools Committee.

Council Member Rigby to fill the vacancy on the Economic Development Committee.

Council Member Plott and Council Member Rigby to serve on the Eastvale Parks Commission.

Mayor Pro Tem Lorimore to fill the vacancy on the Civic Center/Library Sub-Committee.

11. ADJOURNMENT – Mayor Tessari adjourned the meeting at 6:18 p.m. The next regular meeting of the Eastvale City Council is scheduled for Wednesday, December 14, 2016, at 6:30 p.m.

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Steven D. Aguilar
Assistant City Clerk

ITEM 7.2A

MINUTES
CITY OF EASTVALE

City Council Regular Meeting
Wednesday, December 14, 2016
6:30 P.M.

Rosa Parks Elementary School
Multipurpose Room
13830 Whispering Hills Drive
Eastvale, CA 92880

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1. CALL TO ORDER
A regular meeting of the Eastvale City Council was called to order on December 14, 2016, at 6:34 p.m. by Mayor Tessari.

2. ROLL CALL/INVOCATION/PLEDGE OF ALLEGIANCE

Present:

Mayor Tessari, District 2
Mayor Pro Tem Lorimore, District 3
Council Member Rigby, District 1
Council Member Rush, District 4
Council Member Plott, District 5

Absent:

None

Also present were:

City Manager Michele Nissen
Assistant City Clerk Steven Aguilar
City Engineer Joe Indrawan
Battalion Chief Justin Scribner
Public Information Officer Daniella McClister
City Attorney John Cavanaugh
Planning Director Eric Norris
Chief of Police Jason Horton
Senior Administrative Analyst Alia Rodriguez
Supervising Engineer Craig Bradshaw

INVOCATION
Pastor Dennis Morales of Calvary Chapel Eastvale offered the invocation.

PLEDGE OF ALLEGIANCE
Council Member Rigby led the assembly in the Pledge of Allegiance to our Flag.

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3. PRESENTATIONS/ANNOUNCEMENTS

3.1 Presentation of Removed Military Banners

Mayor Tessari and Council Members recognized the following military personnel:
Brandon Delaunay, Army
Michael Barone, Navy
Joshua White, Air Force
Gabriel White, Army
Nigel Dean Canete, Navy
Victor Barone, Navy

3.2 Waste Management Recycling All Stars Recognition

Mayor Tessari presented a certificate to the Aguila family and Lewis Retail Group.

3.3 Presentation of MONEY Magazine #1 Plaque

City Manager Nissen presented the MONEY Magazine #1 Plaque, noting the accolades the City received in 2016.

4. STUDENT LIAISON REPORT

Natalie Diaz, Student Liaison, was not present for the meeting.

5. PUBLIC COMMENT

Mayor Tessari opened the Public Comments portion of the meeting

Southern California Edison Public Affairs Representative Mark Cloud introduced himself to the City Council and congratulated the newly elected Council Members.

David Santillan, Field Representative for Assemblymember Sabrina Cervantes', introduced himself to the City Council.

Kathy Johnson (speaking with donated time from Paula Putich and Socorro Morales), Eastvale resident, requested an update on the birthing homes investigation.

Mayor Tessari requested that an update be placed on the next City Council meeting agenda.

Mayor Tessari closed the Public Comments portion of the meeting.

6. CONSENT CALENDAR

Agenda Item Nos. 6.2 and 6.8 were pulled for separate consideration.

6.1 Waive Reading of Ordinances and Resolutions

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously by those present to waive the reading of the text of all standard ordinances and resolutions included in the agenda except as specifically required by the Government Code.

6.2 City Council Meeting Minutes

On motion of Council Member Rush and second by Mayor Tessari, the Council voted to approve the minutes from the regular meeting held on November 9, 2016, and special meeting held on November 28, 2016.

Council Member Rigby and Plott were noted as abstentions due to their absence from the previous meetings.

6.3 Warrant Register

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to approve the payment of warrants as submitted by the Finance Department.

6.4 Eastvale Connection

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to receive and file the Eastvale Connection.

6.5 Public Safety, Crime Prevention, and Traffic Related Communications

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to receive and file the Public Safety, Crime Prevention, and Traffic Related Communications.

6.6 Planning Department Update

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to receive and file the Planning Department Update.

6.7 Public Works Department Update

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously by those present to receive and file the Public Works Department Update.

6.8 Proposed Amendments to the Goodman Eastvale Commerce Specific Plan – Second Reading

On motion of Mayor Pro Tem Lorimore and second Council Member Rush, the Council voted unanimously by those present to adopt and read by title only proposed Ordinance No. 2016-10 entitled AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, AMENDING CHAPTERS 2 AND 7 OF THE GOODMAN COMMERCE CENTER AT EASTVALE SPECIFIC PLAN. THE SPECIFIC PLAN ENCOMPASSES APPROXIMATELY 215 ACRES OF REAL PROPERTY LOCATED GENERALLY NORTH OF BELLEGRAVE AVENUE, SOUTH OF CANTU-GALLEANO RANCH ROAD, EAST OF HAMNER AVENUE, AND WEST OF I-15, BORDERED BY THE CITY OF ONTARIO TO THE WEST; ASSESSOR'S PARCEL NUMBERS 160-020-005, -006, -023, -024, -025, -029, -030, -031, AND -032.

Council Member Rigby and Plott were noted as abstentions due to their absence from the previous meeting.

6.9 2017 City Hall Holiday Schedule

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to approve the 2017 City Hall Schedule.

6.10 Approval of Parcel Map No. 36953 – Tarpon Property Ownership 2, LLC – Northeast Corner of Hamner Avenue and Bellegrave Avenue

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to adopt Resolution No. 16-40 Approving Parcel Map No. 36953 – Project No. 11-0271.

6.11 Financial Services Agreement – Municipal Consulting Services, LLC

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to approve and authorize the Mayor to execute the agreement for Financial Support Services with Municipal Consulting Services, LLC.

7. PUBLIC HEARINGS

7.1 California Fire Code Ordinance 16-XX Replacing Title 110, Chapter 110.20 (Fire Code) of the Eastvale Municipal Code – First Reading

Battalion Chief Justin Scribner provided the staff report to this item and answered related questions.

Mayor Tessari opened the public hearing at 6:58 p.m. Hearing no response, Mayor Tessari closed the public hearing at 6:59 p.m.

On motion of Mayor Pro Tem Lorimore and second by Mayor Tessari, the Council voted unanimously to Adopt Ordinance No. 16-12 for First Reading, Amending in Full Title 110, Chapter 110.20, of the Eastvale Municipal Code Adopting the 2016 California Fire Code.

7.2 General Plan Amendment to High Density Residential and Change of Zone to R-3 for 13000 Citrus Street (Project Numbers 16-00029 and 16-00030)

Planning Director Eric Norris presented the staff report and answered related questions.

Mayor Tessari opened the public hearing at 7:04 p.m.

Cassandra Botelho, Eastvale resident, expressed her concerns with the proposed project. Mayor Tessari referred Ms. Botelho to speak with Joe Indrawan, City Engineer, regarding traffic issues surrounding her home.

Mayor Tessari closed the public hearing at 7:07 p.m.

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted to continue the public hearing to the regular meeting of January 11, 2017.

8. CITY COUNCIL BUSINESS

8.1 Contract Award for Traffic Signal Installation – Sumner Avenue and 65th Street – Project No. 92007

Supervising Engineer Craig Bradshaw provided a PowerPoint presentation and answered related questions.

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted to:

1. Approve a Contract with Elecnor Belco Electric, Inc., the lowest responsible bidder, in accordance with the lump sum bid price of $286,785, plus a 10% contingency in the amount of $28,678, for traffic signal installation – Sumner Avenue and 65th Street Project;
2. Utilize Budgeted Measure A Fund in an Amount of $286,785, plus a 10% Contingency of $28,578;
3. Authorize the City Manager to Execute All Necessary Documents

8.2 Contract Award for Radar Speed Sign Installation Project – Project No. 92009

Supervising Engineer Craig Bradshaw provided a PowerPoint presentation and answered related questions.

On motion of Mayor Pro Tem Lorimore and second by Mayor Tessari, the Council voted to:

1. Approve a Contract with Siemens Industry, Inc., the Lowest Responsible Bidder, in Accordance with Unit Bid Prices in the Amount of $102,951, plus 10% contingency in the amount of $10,295, for the Radar Speed Sign Installation Project;
2. Utilize the BEYOND Grant Funding of $83,549 from the Western Riverside Council of Governments (WRCOG) and Allocate Measure A Funds of $29,696;
3. Authorize the City Manager to Execute all Necessary Documents.

8.3 Approval of MSRC Funding Agreement for Electric Vehicle Charging Stations

City Engineer Joe Indrawan provided the staff report on this item and answered related questions.

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to:
1. Approve AB 2766/MSRC Local Government Match Program Contract with South Coast Air Quality Management District (SCAQMD) – Project #95002;
2. Authorize the City Manager to Execute All Necessary Documents

8.4 Urgency Ordinance for Tree Management

City Engineer Joe Indrawan provided the staff report and answered related questions.

John Kopp, Eastvale resident, addressed his concerns with the make-up of the City Tree Board and requested that the Council bring back the ordinance at a later date to include adding a citizen to the Board's membership.

On motion of Council Member Rush and second by Mayor Tessari, the Council voted unanimously to adopt an Urgency Ordinance Establishing a City Tree Board and Adopting Regulations for the Planting and Maintenance of Trees within the City and supported the motion of including a citizen on the City Tree Board at a later date.

8.5 Request for Increase in Contingency Funds for Chandler Street and Selby Avenue Improvements, CDBG Project #2.EV.09-15 – Fire Station 31

Supervising Engineer Craig Bradshaw provided the staff report and answered related questions.

On motion of Council Member Rush and second by Mayor Pro Tem Lorimore, the Council voted unanimously to:
1. Approve Increase in Project Contingency Funds from Ten (10) Percent ($25,465) to Twenty-Five (25) Percent ($63,663) – Chandler Street and Selby Avenue Improvements;
2. Approve Budget Adjustment to Utilize Gas Tax to Fund the Increase in Contingency of $38,398;
3. Authorize the City Manager to Execute All Necessary Documents

8.6 2017 City Council Meeting and Commission Meeting Schedule

Assistant City Clerk Steven Aguilar provided the staff report and answered related questions.

On motion Council Member Rush and second by Mayor Tessari, the Council voted unanimously to go "dark" for the month of August and approve the 2017 City Council and Commission Meeting Schedule.

9. CITY MANAGER/CITY STAFF REPORT

City Manager Nissen congratulated the Council on their new positions.

City Engineer Joe Indrawan provided an update to the Council on the outside contractors who provide traffic signal maintenance and local maintenance. He stated that there have been substantial cost savings with the transition. He reported on a recent grant the City received for $225,000 from the Highway Safety Improvement Program.

10. CITY COUNCIL COMMUNICATIONS/COMMITTEE REPORTS

Council Member Lorimore congratulated those candidates who were successful in their campaigns.

Council Member Rush asked staff to look into a crosswalk issue on Eastvale Parkway in front of Clara Barton Elementary School. Staff indicated that this project recently went out for bid and the issue has been looked into.

Council Member Rigby stated he looked forward to working with the Council and City staff.

Council Member Plott also stated he looked forward to working with the Council and City staff.

Mayor Tessari thanked the Council for the appointment as Mayor and congratulated his wife on her "Employee of the Year" recognition.

10.1 League of California Cities

- Executive Committee (Lorimore)
- Public Safety Committee (Tessari)

10.2 Southern California Association of Governments

Council Member Lorimore spoke of the Economic Development Summit that was held at the recent meeting.

10.3 Western Riverside County of Governments

No report was given.

10.4 Riverside Transit Agency

No report was given.

10.5 Northwest Mosquito and Vector Control District

No report was given.

10.6 Riverside County Transportation Commission

Council Member Rush provided an update on the new leadership of the Board and stated he would be working with Supervisor Tavaglione to continue supporting regional projects.

10.7 Western Riverside County Regional Conservation Agency

Council Member Lorimore provided an update regarding leadership change on the Board.

10.8 JCSD Parks Commission

10.9 Special Events

11. ADJOURNMENT – Mayor Tessari adjourned the meeting at 8:13 p.m. The next regular meeting of the Eastvale City Council is scheduled for Wednesday, January 11, 2017, at 6:30 p.m.

_____

Steven D. Aguilar
Assistant City Clerk

EASTVALE CONNECTION

January 5, 2017

MEETING SCHEDULE:

Eastvale City Council Meetings

- **Wednesday, January 11 @ 6:30 p.m.**
- **Wednesday, January 25 @ 6:30 p.m.**

Eastvale Planning Commission Meeting

- **Wednesday, January 18 @ 6:00 p.m.**

Eastvale Public Safety Commission Meeting

- **Tuesday, January 24 @ 6:00 p.m.**

Eastvale Parks Commission Meeting*

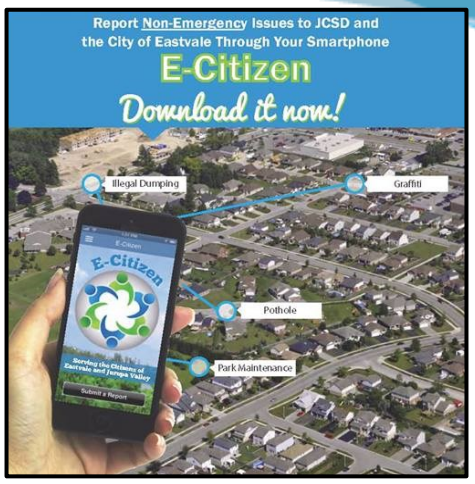
- **Thursday, January 19 @ 6:00 p.m.**

Meetings held at: **Rosa Parks Elementary School**
13830 Whispering Hills Dr. Eastvale, CA 92880
*Parks Commission meetings held at:
Eastvale Community Center
13820 Schleisman Road Eastvale, CA 92880

UPCOMING EVENTS:

- **January 5** - Eastvale Chamber of Commerce Breakfast Connection at Buffalo Wild Wings from 7:00 a.m. - 8:00 a.m.
- **January 16** - Eastvale City Hall closed in observance of Martin Luther King Jr. Day
- **January 19** - Small Business Workshop: Increasing Online Visibility at New Day Church from 1:00 p.m. - 3:00 p.m.
- **February 3** - Eastvale STEM Academy Ground Breaking at 7447 Scholar Way at 10:00 a.m.
- **April 4** - Save the Date - Eastvale's 6th Annual State of the City

Visit the city's website for additional information regarding these and future events.



Eastvale City Hall

12363 Limonite Ave. Ste. 910,
Eastvale, CA 91752
City Hall is open Monday – Thursday
from 7:30 a.m. – 5:30 p.m.
City Hall is closed on Fridays.
T: (951) 361-0900
F: (951) 361-0888
W:www.EastvaleCA.gov
E: info@EastvaleCA.gov

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.4

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 29148, WL HOMES, LLC, DBA JOHN LAING HOMES – SOUTHEAST CORNER OF ARCHIBALD AVENUE AND 65TH STREET

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 29148 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION

BACKGROUND

Prior to the City of Eastvale's incorporation, WL Homes, LLC, dba John Laing Homes entered into a Subdivision Improvement Agreement with the County of Riverside on August 19, 2003 to complete public improvements as part of the subject-referenced subdivision map.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated with maintenance will be paid from Gas Tax and Measure A Funds.

Back to Agenda

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 29148
2. Vicinity and Location Map for Tract 29148

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR TRACT 29148 WL HOMES, LLC, DBA JOHN LAING HOMES

WHEREAS, WL Homes, LLC, dba John Laing Homes proposed a development of Tract 29148 which included, in part, the construction of public improvements; and

WHEREAS, on August 19, 2003, the Riverside County Board of Supervisors approved the final map for Tract 29148 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 29148 is located within the City of Eastvale; and

WHEREAS, WL Homes, LLC, dba John Laing Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 29148

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

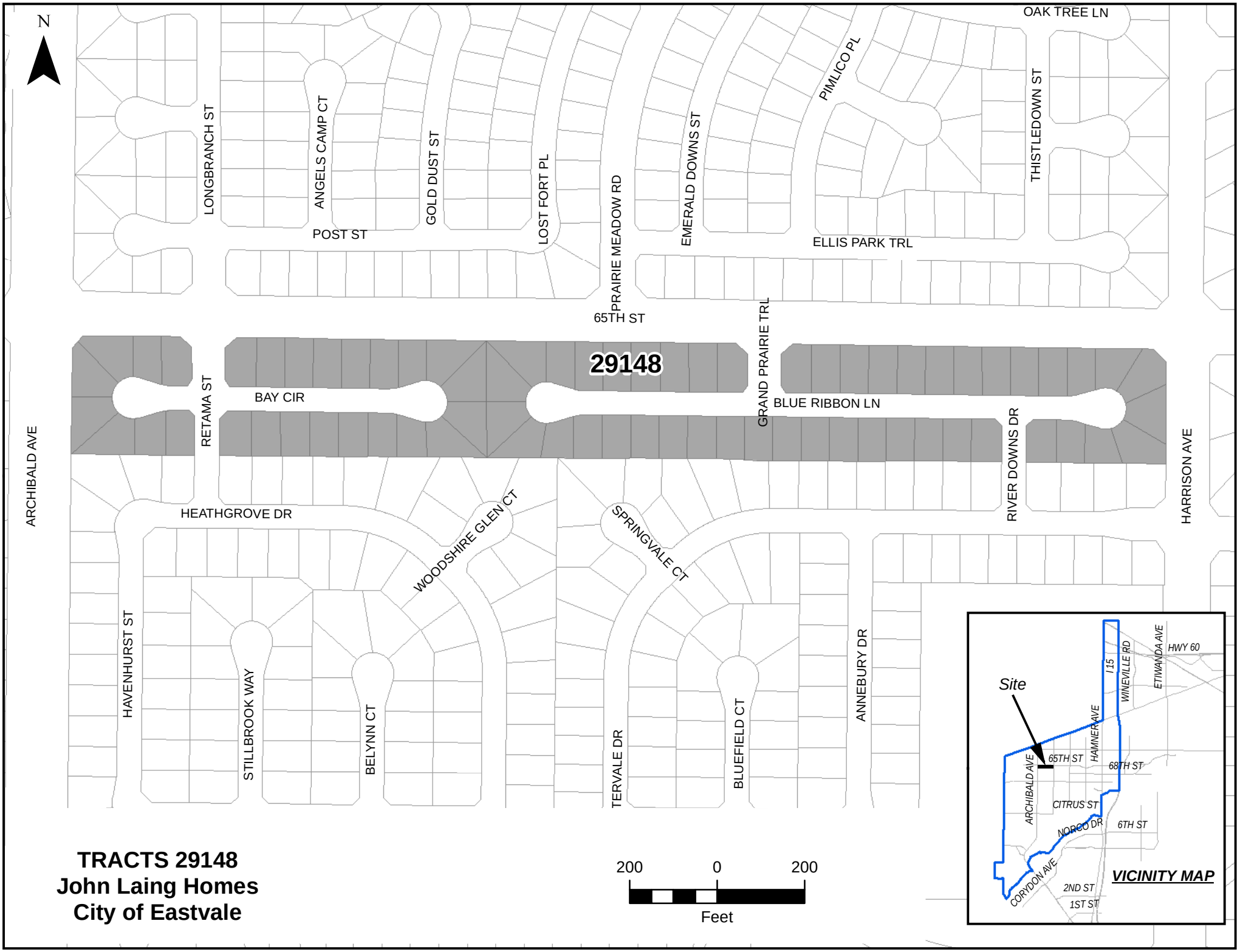
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk



TRACTS 29148
John Laing Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.5

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 29334-1, WILLIAM LYON HOMES – NORTHWEST CORNER OF SCHOLAR WAY AND 65TH STREET

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 29334-1 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION

BACKGROUND

Prior to the City of Eastvale's incorporation, William Lyon Homes entered into a Subdivision Improvement Agreements with the County of Riverside on March 1, 2005 to complete public improvements as part of the subject-referenced subdivision map.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated with maintenance will be paid from Gas Tax and Measure A Funds.

Back to Agenda

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX
2. Vicinity and Location Map for Tract 29334-1

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR TRACT 29334-1, WILLIAM LYON HOMES

WHEREAS, William Lyon Homes proposed a development of Tract 29334-1 which included, in part, the construction of public improvements; and

WHEREAS, on March 1, 2005, the Riverside County Board of Supervisors approved the final map for Tract 29334-1 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 29334-1 is located within the City of Eastvale; and

WHEREAS, William Lyon Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 29334-1

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

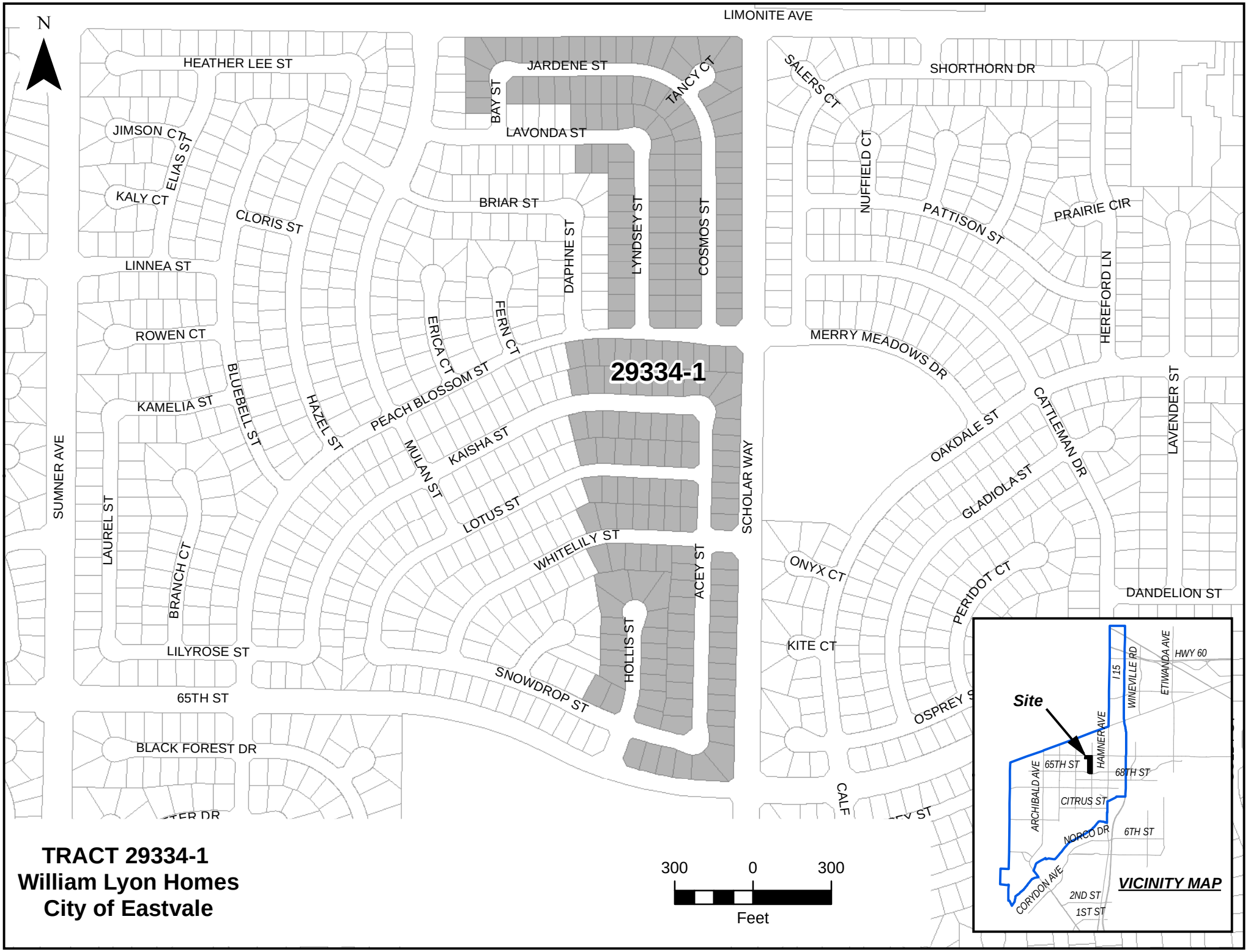
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk



TRACT 29334-1
William Lyon Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.6

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACTS 30480, -1, -2, -3 & -4, KB HOMES – ARCHIBALD AVENUE BETWEEN 600' NORTH OF SMITH RIVER ROAD AND 900' SOUTH OF FAIRCHILD DRIVE

RECOMMENDATION: ADOPT RESOLUTIONS ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACTS 30480, -1, -2, -3 & -4 AND DIRECT STAFF TO FILE RESPECTIVE NOTICES OF COMPLETION – PROJECT 11-0335

BACKGROUND

Prior to the City of Eastvale's incorporation, KB Homes entered into a Subdivision Improvement Agreements with the County of Riverside, between the months of February and July 2007, to complete public improvements as part of the subject-referenced subdivision map.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated with maintenance will be paid from Gas Tax and Measure A Funds.

Back to Agenda

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.6

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 30480
2. Resolution 17-XX for Tract 30480 – 1
3. Resolution 17-XX for Tract 30480 – 2
4. Resolution 17-XX for Tract 30480 – 3
5. Resolution 17-XX for Tract 30480 – 4
6. Vicinity and Location Map for Tract 30480, -1, -2, -3 & -4

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0335 (TRACT 30480) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30480 which included, in part, the construction of public improvements; and

WHEREAS, on July 3, 2007 the Riverside County Board of Supervisors approved the final map for Tract 30480 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30480 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30480

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

Attachment 2

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0335 (TRACT 30480-1) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30480-1 which included, in part, the construction of public improvements; and

WHEREAS, on February 6, 2007 the Riverside County Board of Supervisors approved the final map for Tract 30480-1 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30480-1 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30480-1

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

Attachment 3

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0335 (TRACT 30480-2) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30480-2 which included, in part, the construction of public improvements; and

WHEREAS, on February 6, 2007 the Riverside County Board of Supervisors approved the final map for Tract 30480-2 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30480-2 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30480-2

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

Attachment 4

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0335 (TRACT 30480-3) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30480-3 which included, in part, the construction of public improvements; and

WHEREAS, on February 6, 2007 the Riverside County Board of Supervisors approved the final map for Tract 30480-3 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30480-3 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30480-3

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0335 (TRACT 30480-4) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30480-4 which included, in part, the construction of public improvements; and

WHEREAS, on July 3, 2007 the Riverside County Board of Supervisors approved the final map for Tract 30480-4 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30480-4 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30480-4

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

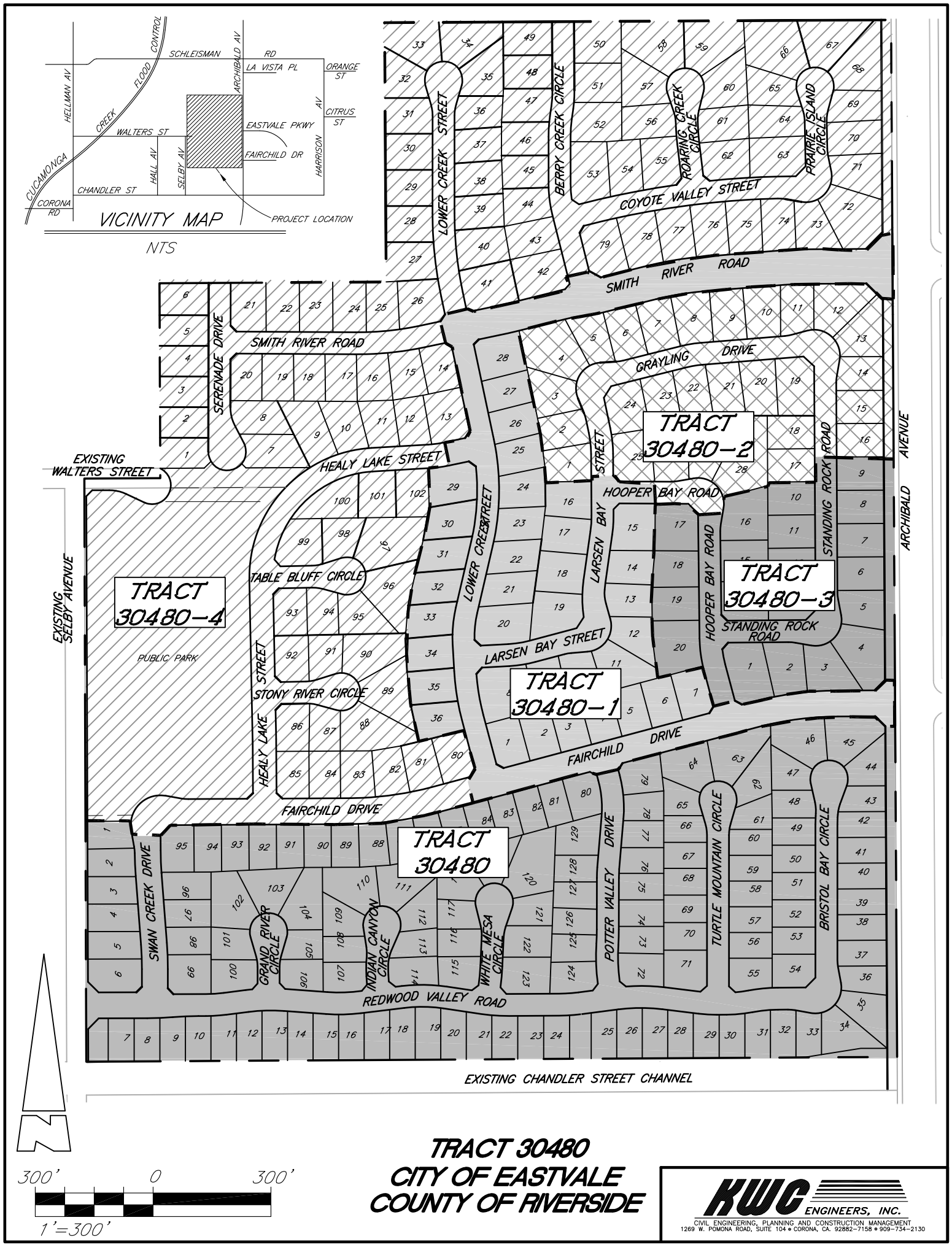
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk



TRACT 30480
CITY OF EASTVALE
COUNTY OF RIVERSIDE

KWC ENGINEERS, INC.
CIVIL ENGINEERING, PLANNING AND CONSTRUCTION MANAGEMENT
1269 W. POMONA ROAD, SUITE 104 • CORONA, CA. 92882-7158 • 909-734-2130

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.7

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 30893 -1, KB HOMES – SOUTHWEST CORNER OF ARCHIBALD AVENUE AND 65TH STREET

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 30893-1 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION – PROJECT 11-0213

BACKGROUND

Prior to the City of Eastvale's incorporation, KB Homes entered into a Subdivision Improvement Agreement with the County of Riverside on May 23, 2006 to complete public improvements as part of the subject-referenced subdivision map.

The City's Public Works staff, in conjunction with the County Transportation Department staff, have completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated with maintenance will be paid from Gas Tax and Measure A Funds.

Back to Agenda

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.7

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 30893-1
2. Vicinity and Location Map for Tract 30893-1

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 11-0213 (TRACT 30893-1) KB HOMES

WHEREAS, KB Homes proposed a development of Tract 30893-1 which included, in part, the construction of public improvements; and

WHEREAS, on May 23, 2006 the Riverside County Board of Supervisors approved the final map for Tract 30893-1 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 30893-1 is located within the City of Eastvale; and

WHEREAS, KB Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 30893-1

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote, to with:

AYES:

NOES:

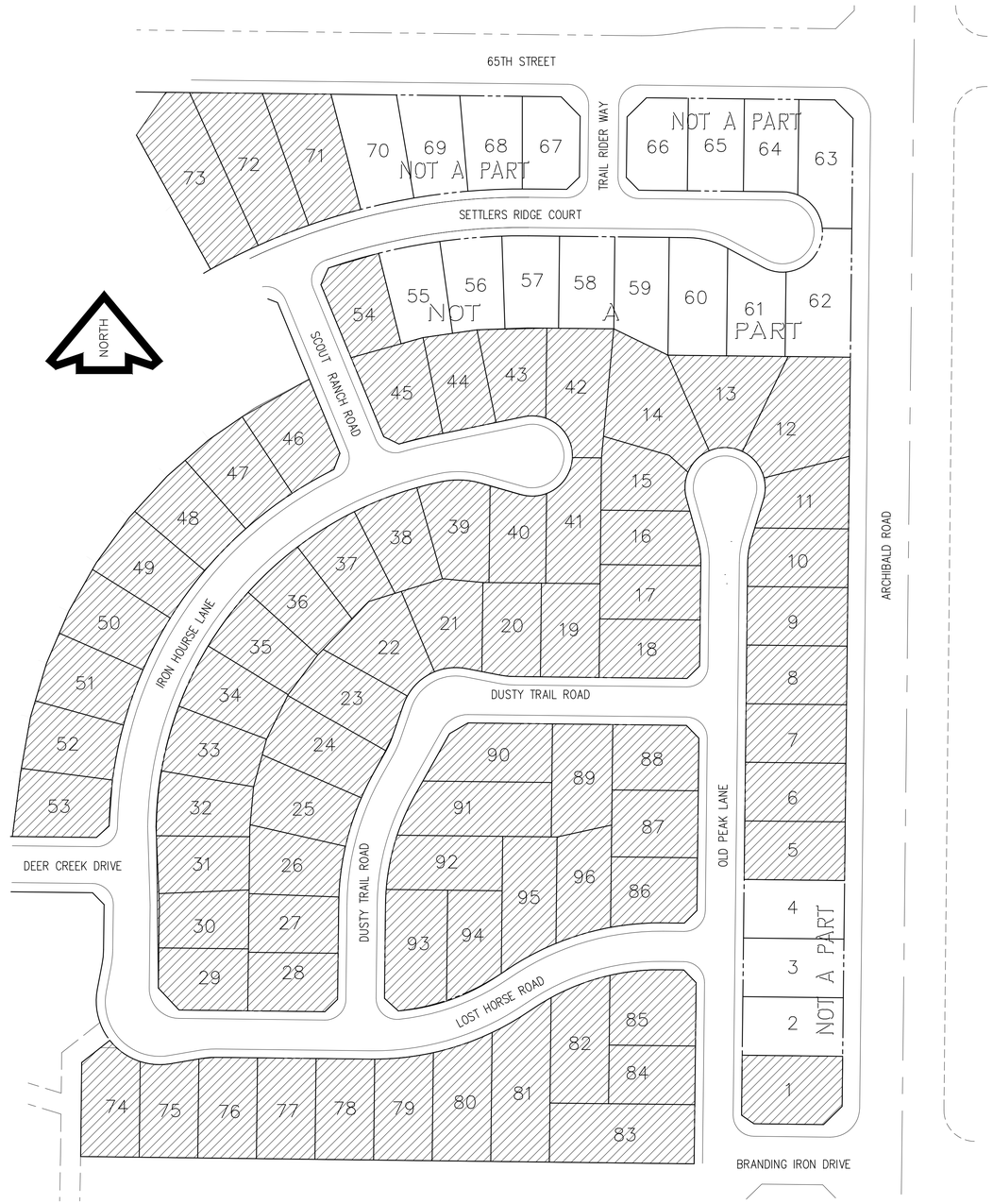
ABSENT:

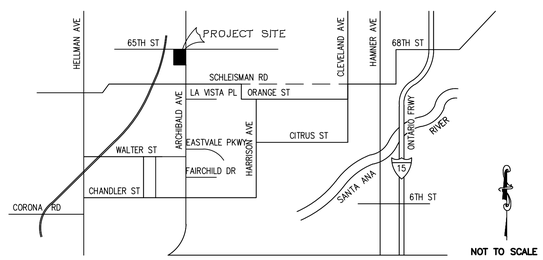
ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

TRACT No. 30893-1
SITE PLAN





VICINITY MAP
THOMAS BROTHER GUIDE, RIVERSIDE COUNTY
MAP PAGES 682, J-7 (2009)

SEAL-ENGINEER

REGISTERED PROFESSIONAL ENGINEER
JOHN DIERKSEN
NO. 43886
EXP. 6-30-11
CIVIL
STATE OF CALIFORNIA

PREPARED UNDER THE SUPERVISION OF:

PHB & ASSOCIATES, INC.
1620 SOUTH GRAND AVENUE, GLENDORA, CALIFORNIA 91740
(626) 914-6256 FAX (626) 914-5756

JOHN DIERKSEN
R.C.E. #C43886 EXP. 06/30/2011

DATE

BENCHMARK: ELEV. 606.913

RIVERSIDE COUNTY, MD 34-1-34, BRASS DISK IN TOP OF CONC. POST AT THE S.E. CORNER OF INT. OF ORANGE ST. AND SUMMER AVE. 2.5' W. OF P.P. #375282 MARKED M.I., 34-1
DATE 5-71

ELEVATION= 606-913

SCALE:

COUNTY OF RIVERSIDE
SITE PLAN
TRACT 30893-1
ALPINE @ CIMARRON TRAILS

SHEET NO.
1
OF 1 SHEETS

FOR KB HOME | W.O. | COUNTY FILE NO.

DATE PREPARED: 12/29/2016

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.8

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 30575-1, WL HOMES, LLC, DBA JOHN LAING HOMES – NORTHEAST CORNER OF HARRISON AVENUE AND NORTHFORK ROAD

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 30575-1 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION - PROJECT 14-2802

BACKGROUND

Prior to the City of Eastvale's incorporation, WL Homes, LLC, dba John Laing Homes ("Developer") entered into Subdivision Improvement Agreements with the County of Riverside on November 30, 2004 to complete public improvements as part of the subject-referenced subdivision map. On September 4, 2004, ARCH Insurance Company issued the surety bonds for the project. The developer performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements. On January 7, 2011, the County of Riverside advised that the developer was in default and the County of Riverside made a claim against the bonds.

On February 15, 2012, ARCH agreed to complete the remaining work identified in the Subdivision Agreements.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Back to Agenda

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated for street maintenance will be paid from Gas Tax and Measure A Funds.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 30575-1
2. Vicinity and Location Map for Tract 30575-1

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 14-2802 (TRACT 30575-1) WL HOMES, LLC, DBA JOHN LAING HOMES

WHEREAS, WL Homes, LLC, dba John Laing Homes proposed a development of Tract 30575-1 which included, in part, the construction of public improvements; and

WHEREAS, on November 30, 2004, the Riverside County Board of Supervisors approved the final map for Tract 30575-1 and had not accepted the public improvements; and

WHEREAS, on September 4, 2004, pursuant to California Government Code Sections 66499 et seq., ARCH insurance Company issued the surety bonds for the Project.

WHEREAS, subsequently thereafter, WL Homes, LLC, dba John Laing Homes performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements; and

WHEREAS, on or about January 7, 2011, the Riverside County advised that WL Homes, LLC, dba John Laing Homes was in default and the Riverside County made a claim against the surety bonds.

WHEREAS, on February 15, 2012, ARCH Insurance Company agreed to complete the remaining work identified in the Subdivision Agreements.

WHEREAS, upon incorporation, Tracts 30575-1 is located within the City of Eastvale; and

WHEREAS, ARCH Insurance Company completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Project 14-2802, Tract 30575-1.

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

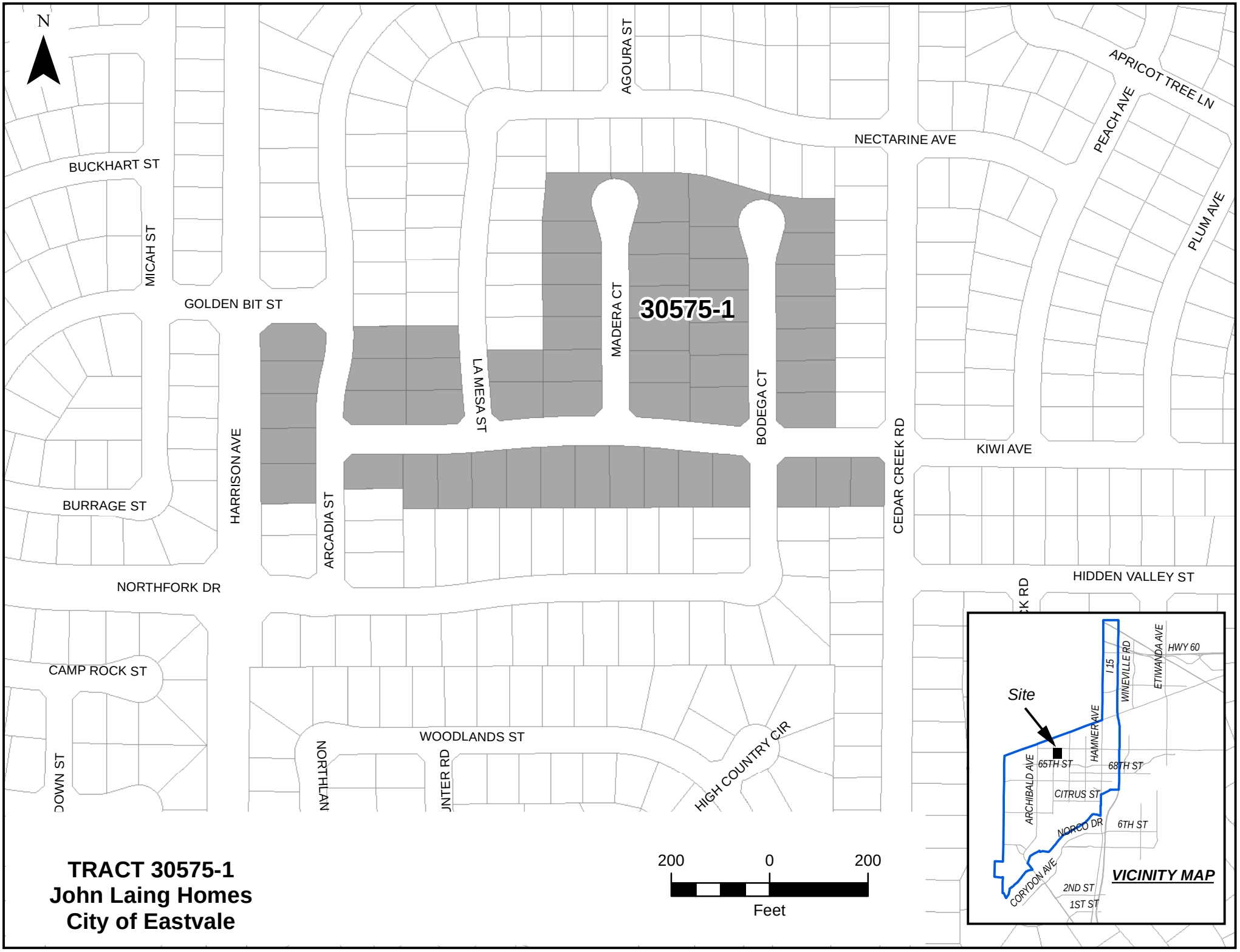
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk



TRACT 30575-1
John Laing Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.9

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 31220, WL HOMES, LLC, DBA JOHN LAING HOMES – HARRISON AVENUE AND NORTHFORK ROAD

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 31220 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION - PROJECT 14-2802

BACKGROUND

Prior to the City of Eastvale's incorporation, WL Homes, LLC, dba John Laing Homes ("Developer") entered into Subdivision Improvement Agreements with the County of Riverside on December 13, 2005 to complete public improvements as part of the subject-referenced subdivision map. On January 20, 2005, ARCH Insurance Company issued the surety bonds for the project. The developer performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements. On April 7, 2011, the County of Riverside advised that the developer was in default and the County of Riverside made a claim against the bonds.

On February 15, 2012, ARCH agreed to complete the remaining work identified in the Subdivision Agreements.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.9

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated for street maintenance will be paid from Gas Tax and Measure A Funds.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 31220
2. Vicinity and Location Map for Tract 31220

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 14-2802 (TRACT 31220) WL HOMES, LLC, DBA JOHN LAING HOMES

WHEREAS, WL Homes, LLC, dba John Laing Homes proposed a development of Tract 31220 which included, in part, the construction of public improvements; and

WHEREAS, on December 13, 2005, the Riverside County Board of Supervisors approved the final map for Tract 31220 and had not accepted the public improvements; and

WHEREAS, on January 20, 2005, pursuant to California Government Code Sections 66499 et seq., ARCH insurance Company issued the surety bonds for the Project.

WHEREAS, subsequently thereafter, WL Homes, LLC, dba John Laing Homes performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements; and

WHEREAS, on or about April 7, 2011, the Riverside County advised that WL Homes, LLC, dba John Laing Homes was in default and the Riverside County made a claim against the surety bonds.

WHEREAS, on February 15, 2012, ARCH Insurance Company agreed to complete the remaining work identified in the Subdivision Agreements.

WHEREAS, upon incorporation, Tracts 31220 is located within the City of Eastvale; and

WHEREAS, ARCH Insurance Company completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Project 14-2802, Tract 31220.

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

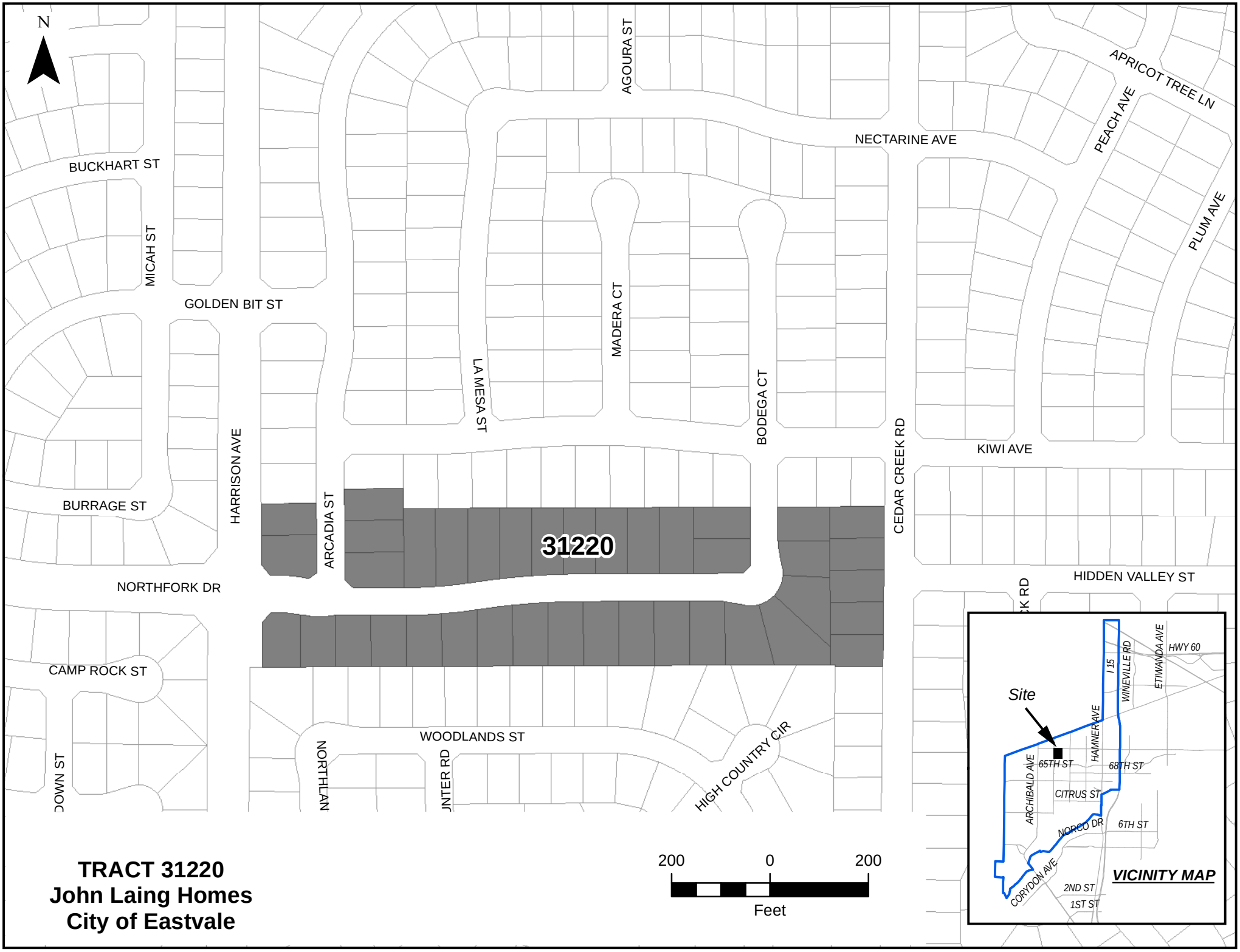
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, City Clerk



TRACT 31220
John Laing Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.10

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACT 31580, WL HOMES, LLC, DBA JOHN LAING HOMES – SOUTHEAST CORNER OF HARRISON AVENUE AND BLOSSOM WAY

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACT 31580 AND DIRECT STAFF TO FILE RESPECTIVE NOTICE OF COMPLETION - PROJECT 14-2802

BACKGROUND

Prior to the City of Eastvale's incorporation, WL Homes, LLC, dba John Laing Homes ("Developer") entered into Subdivision Improvement Agreements with the County of Riverside on November 22, 2005 to complete public improvements as part of the subject-referenced subdivision map. On January 7, 2005, ARCH Insurance Company issued the surety bonds for the project. The developer performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements. On April 7, 2011, the County of Riverside advised that the developer was in default and the County of Riverside made a claim against the bonds.

On February 15, 2012, ARCH agreed to complete the remaining work identified in the Subdivision Agreements.

The City's Public Works staff, in conjunction with the County Transportation Department staff, has completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Back to Agenda

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated for street maintenance will be paid from Gas Tax and Measure A Funds.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 31580
2. Vicinity and Location Map for Tract 31580

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR PROJECT 14-2802 (TRACT 31580) WL HOMES, LLC, DBA JOHN LAING HOMES

WHEREAS, WL Homes, LLC, dba John Laing Homes proposed a development of Tract 31580 which included, in part, the construction of public improvements; and

WHEREAS, on November 22, 2005, the Riverside County Board of Supervisors approved the final map for Tract 31580 and had not accepted the public improvements; and

WHEREAS, on January 7, 2005, pursuant to California Government Code Sections 66499 et seq., ARCH insurance Company issued the surety bonds for the Project.

WHEREAS, subsequently thereafter, WL Homes, LLC, dba John Laing Homes performed work on the improvements but thereafter failed to complete the remaining work per the Subdivision Agreements; and

WHEREAS, on or about April 7, 2011, the Riverside County advised that WL Homes, LLC, dba John Laing Homes was in default and the Riverside County made a claim against the surety bonds.

WHEREAS, on February 15, 2012, ARCH Insurance Company agreed to complete the remaining work identified in the Subdivision Agreements.

WHEREAS, upon incorporation, Tracts 31580 is located within the City of Eastvale; and

WHEREAS, ARCH Insurance Company completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Project 14-2802, Tract 31580

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____

Joe Tessari, Mayor

APPROVED AS TO FORM:

_____

John E. Cavanaugh, City Attorney

ATTEST:

_____

Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

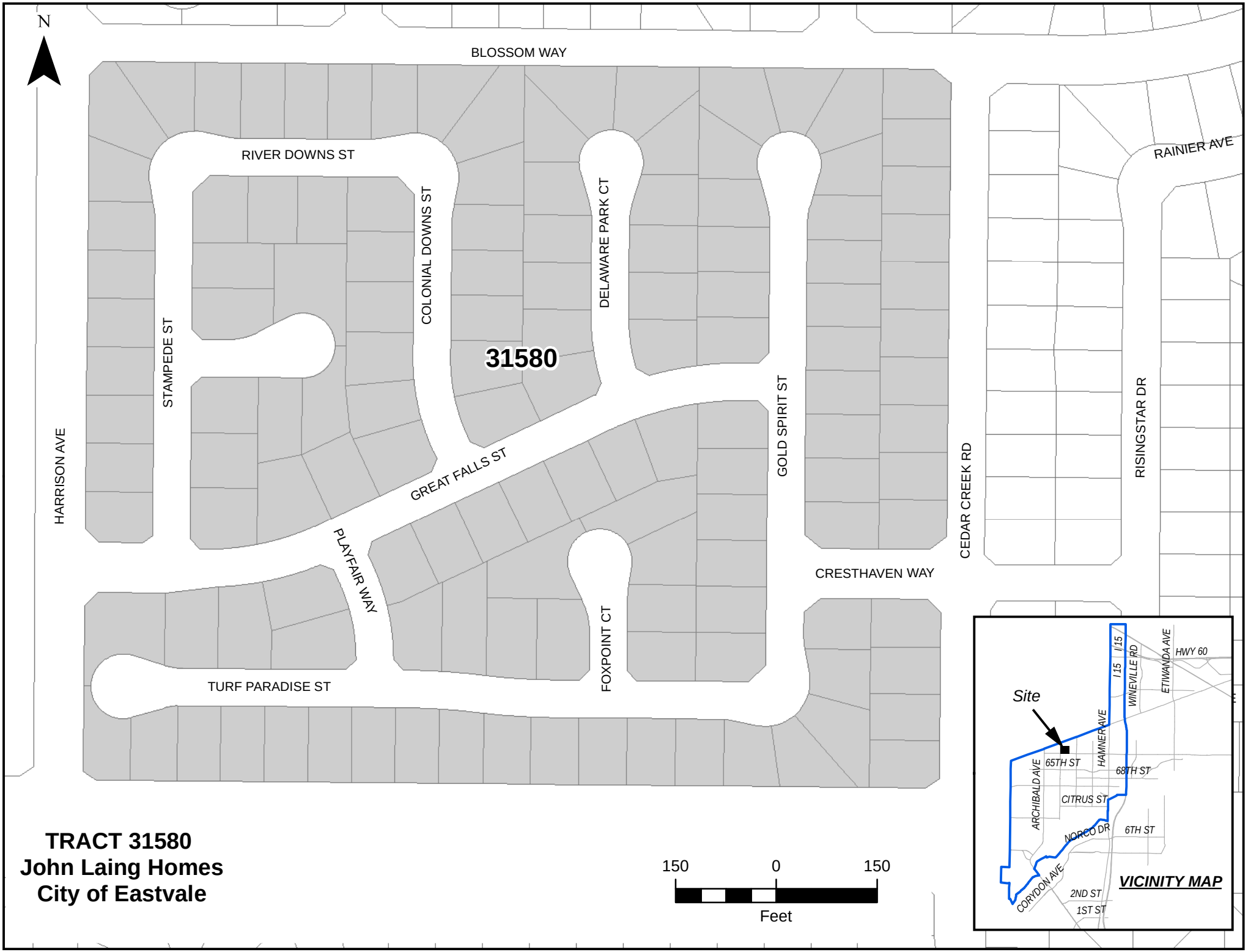
NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk



TRACT 31580
John Laing Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.11

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: ACCEPTANCE OF PUBLIC IMPROVEMENTS OF TRACTS 28643-1 & 28643, CAPITAL PACIFIC HOMES – SOUTHEAST CORNER OF HARRISON AVENUE AND HOLLOWBROOK WAY

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING AS COMPLETE, THE PUBLIC IMPROVEMENTS FOR TRACTS 28643-1 & 28643 AND DIRECT STAFF TO FILE RESPECTIVE NOTICES OF COMPLETION

BACKGROUND

Prior to the City of Eastvale's incorporation, Capital Pacific Homes entered into Subdivision Improvement Agreements with the County of Riverside to complete public improvements as part of the subject-referenced Tracts 28643-1 & 28643 on August 15, 2000 and June 12, 2001 respectively.

The City's Public Works staff, in conjunction with the County Transportation Department staff, have completed the inspections of the public improvements and is recommending that the improvements be accepted at this time including commencement of the street sweeping. Upon acceptance, the accepted improvements will automatically enter into a one-year warranty period as required by the Subdivision Improvement Agreements.

DISCUSSION

Upon acceptance, the County Transportation Department (security holder) will release the improvement securities related to this project in accordance with the Subdivision Improvement Agreements as follows:

Security to be Released	Time of Release
Faithful Performance Security	After Council Acceptance
Labor & Material (Payment) Security	180 Days After Council Acceptance provided no claims have been filed.
Warranty Security	365 Days after Council Acceptance; provided that all warranty issues are satisfied.

FISCAL IMPACT

The costs associated with maintenance will be paid from Gas Tax and Measure A Funds.

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.11

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Resolution 17-XX for Tract 28643-1
2. Resolution 17-XX for Tract 28643
3. Vicinity and Location Map for Tract 28643-1 & 28643

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

Attachment 1

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR TRACT 28643-1, CAPITAL PACIFIC HOMES

WHEREAS, Capital Pacific Homes proposed a development of Tract 28643-1 which included, in part, the construction of public improvements; and

WHEREAS, on August 15, 2000 the Riverside County Board of Supervisors approved the final map for Tract 28643-1 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 28643-1 is located within the City of Eastvale; and

WHEREAS, Capital Pacific Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 28643-1

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

Attachment 2

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ACCEPTING THE SUBDIVISION IMPROVEMENTS FOR TRACT 28643, CAPITAL PACIFIC HOMES

WHEREAS, Capital Pacific Homes proposed a development of Tract 28643 which included, in part, the construction of public improvements; and

WHEREAS, on June 12, 2001, the Riverside County Board of Supervisors approved the final map for Tract 28643 and had not accepted the public improvements; and

WHEREAS, upon incorporation, Tract 28643 is located within the City of Eastvale; and

WHEREAS, Capital Pacific Homes completed the public improvements and the City is ready to accept the improvements; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EASTVALE, DOES HEREBY RESOLVE, DECLARE, DETERMINE, AND ORDER AS FOLLOWS:

Accept the completed required public improvements, subject to the conditions of the Subdivision Improvement Agreements for Tract 28643

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

TRACTS 28643 & 28643-1
Capital Pacific Homes
City of Eastvale

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.12

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: JOE INDRAWAN, CITY ENGINEER

SUBJECT: IMPROVEMENT AND CREDIT/REIMBURSEMENT AGREEMENT TRANSPORTATION UNIFORM MITIGATION FEE PROGRAM FOR TRACTS 32821 AND 32821-1 – KB HOME

RECOMMENDATION: APPROVE THE IMPROVEMENT AND CREDIT/REIMBURSEMENT AGREEMENT TRANSPORTATION UNIFORM MITIGATION FEE PROGRAM BETWEEN THE CITY OF EASTVALE AND KB HOME FOR IMPROVEMENTS ASSOCIATED WITH TRACTS 32821 AND 32821-1; AUTHORIZE THE CITY MANAGER TO EXECUTE ALL NECESSARY DOCUMENTS

BACKGROUND:

Tentative Tract Maps 32821 and 32821-1 were conditionally approved by the County of Riverside on June 23, 2009. One of the conditions of approval is the widening of Limonite Avenue from 4 to 6 lanes approximately 660 lineal feet west of Scholar Way adjacent to the project.

The Transportation Uniform Mitigation Fee (TUMF) Ordinance administered by the Western Riverside Council of Governments (WRCOG) requires Developer payment of a fair share cost to construct transportation improvements mitigating project generated traffic impacts that burden the Regional System of Highways and Arterials. The Ordinance allows the Developer to receive a credit or offset when the Developer constructs eligible Regional System Improvements.

The Developer, KB Home, has requested to enter into an Improvement and Credit/ Reimbursement Agreement with the City of Eastvale for the following purposes:

(1) To provide for the timely delivery of the TUMF Improvements, (2) to ensure that delivery of the TUMF Improvements is undertaken as if the TUMF Improvements were constructed under the direction and authority of the Agency, (3) to provide a means by which the Developer's costs for project delivery of the TUMF Improvements and related right-of-ways is offset against Developer's obligation to pay the applicable TUMF for the Project in accordance with the TUMF Administrative Plan adopted by WRCOG, and (4) to provide a means, subject to the separate approval of WRCOG, for Developer to be reimbursed to the extent the actual and authorized costs for the delivery of the TUMF Improvements exceeds Developer's TUMF obligation.

Back to Agenda

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.12

DISCUSSION:

The attached Improvement and Credit / Reimbursement Agreement provides a means by which the Developer, KB Home, becomes eligible for credit and/or reimbursement for Developer's construction cost of Limonite Avenue widening from 4 to 6 lanes approximately 660 lineal feet west of Scholar Way adjacent to the project. The TUMF Nexus Study identifies this section of Limonite Avenue as eligible. The Improvement and Credit/Reimbursement Agreement sets forth the terms for Developer Improvement of such widening The Developer's fee obligation is $897,264, and the estimated eligible TUMF cost is $256,000. The attached agreement is the form of document approved by WRCOG.

FISCAL IMPACT:

None, because TUMF Fee is pass-through fee collected by the City on behalf of WRCOG.

STRATEGIC IMPACT:

Objective 4.3.1 – Complete circulation connectivity to adjacent communities.

ATTACHMENT(S):

1. Exhibit "A" – Tracts 32821-1 & 32821
2. TUMF Agreement

Prepared by: Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John Cavanaugh, City Attorney

Back to Agenda

IMPROVEMENT AND CREDIT / REIMBURSEMENT AGREEMENT
TRANSPORTATION UNIFORM MITIGATION FEE PROGRAM

This **IMPROVEMENT AND CREDIT AGREEMENT** ("Agreement") is entered into this ___ day of _____, 20___, by and between the City of Eastvale, a California municipal corporation ("AGENCY"), and KB Home Coastal Inc., a California corporation, with its principal place of business at 36310 Inland Valley Drive, Wildomar, CA 92595 ("Developer"). AGENCY and Developer are sometimes hereinafter referred to individually as "Party" and collectively as "Parties".

RECITALS

WHEREAS, Developer owns 39.58 acres of real property located within the City of Eastvale, California, which is more specifically described in the legal description set forth in Exhibit
"A", attached hereto and incorporated herein by this reference ("Property");

WHEREAS, Developer has requested from AGENCY-certain entitlements and/or permits for the construction of improvements on the Property, which are more particularly described as The Lodge (Tract Nos. 32821 and 32821-1), a residential development planned for 350 multi-family residential homes ("Project");

WHEREAS, the AGENCY is a member agency of the Western Riverside Council of Governments ("WRCOG"), a joint powers agency comprised of the County of Riverside and 17 cities located in Western Riverside County. WRCOG is the administrator for the Transportation Uniform Mitigation Fee ("TUMF") Program;

WHEREAS, as part of the TUMF Program, the AGENCY has adopted "Transportation Uniform Mitigation Fee Nexus Study: 2009 Update" ("2009 Nexus Study")

WHEREAS, as a condition to AGENCY's approval of the Project, AGENCY has required Developer to construct certain street and transportation system improvement(s) of regional importance ("TUMF Improvements");

WHEREAS, pursuant to the TUMF Program, the AGENCY requires Developer to pay the TUMF which covers the Developer's fair share of the costs to deliver those TUMF Improvements that help mitigate the Project's traffic impacts and burdens on the Regional System of Highways and Arterials (also known as the "TUMF Network"), generated by the Project and that are necessary to protect the safety, health and welfare of persons that travel to and from the Project using the TUMF Network;

WHEREAS, the TUMF Improvements have been designated as having Regional or Zonal Significance as further described in the 2009 Nexus Study and the 5 year Transportation Improvement Program as may be amended;

WHEREAS, AGENCY and Developer now desire to enter into this Agreement for the following purposes: (1) to provide for the timely delivery of the TUMF Improvements, (2) to ensure that delivery of the TUMF Improvements is undertaken as if the TUMF Improvements were constructed under the direction and authority of the AGENCY, (3) to provide a means by which the Developer's costs for project delivery of the TUMF Improvements and related right-of-ways is offset against Developer's obligation to pay the applicable TUMF for the Project in accordance with the TUMF Administrative Plan adopted by WRCOG, and (4) to provide a means, subject to the separate approval of WRCOG, for Developer to be reimbursed to the extent the actual and authorized costs for the delivery of the TUMF Improvements exceeds Developer's TUMF obligation.

NOW, THEREFORE, for the purposes set forth herein, and for good and valuable consideration, the adequacy of which is hereby acknowledged, Developer and AGENCY hereby agree as follows:

TERMS

1.0 Incorporation of Recitals. The Parties hereby affirm the facts set forth in the Recitals above and agree to the incorporation of the Recitals as though fully set forth herein.

2.0 Construction of TUMF Improvements. Developer shall construct or have constructed at its own cost, expense, and liability certain street and transportation system improvements generally described as widening Limonite Avenue from 4 to 6 lanes from 660 lineal feet west of Scholar Way to Scholar Way adjacent to the Project, and as shown more specifically on the plans, profiles, and specifications which have been or will be prepared by or on behalf of Developer and approved by AGENCY, and which are incorporated herein by this reference ("TUMF Improvements"). Construction of the TUMF Improvements shall include any transitions and/or other incidental work deemed necessary for drainage or public safety. Developer shall be responsible for the replacement, relocation, or removal of any component of any existing public or private improvement in conflict with the construction or installation of the TUMF Improvements. Such replacement, relocation, or removal shall be performed to the complete satisfaction of AGENCY and the owner of such improvement. Developer further promises and agrees to provide all equipment, tools, materials, labor, tests, design work, and engineering services necessary to fully and adequately complete the TUMF Improvements.

2.1 Pre-approval of Plans and Specifications. Developer is prohibited from commencing work on any portion of the TUMF Improvements until all plans and specifications for the TUMF Improvements have been submitted to and approved by AGENCY. Approval by AGENCY shall not relieve Developer from ensuring that all TUMF Improvements conform with all other requirements and standards set forth in this Agreement.

2.2 Permits and Notices. Prior to commencing any work, Developer shall, at its sole cost, expense, and liability, obtain all necessary permits and licenses and give all necessary

and incidental notices required for the lawful construction of the TUMF Improvements and performance of Developer's obligations under this Agreement. Developer shall conduct the work in full compliance with the regulations, rules, and other requirements contained in any permit or license issued to Developer.

2.3 Public Works Requirements. In order to insure that the TUMF Improvements will be constructed as if they had been constructed under the direction and supervision, or under the authority of, AGENCY, Developer shall comply with all of the following requirements with respect to the construction of the TUMF Improvements:

(a) Developer shall obtain bids for the construction of the TUMF Improvements, in conformance with the standard procedures and requirements of AGENCY with respect to its public works projects, or in a manner which is approved by the Public Works Department.

(b) The contract or contracts for the construction of the TUMF Improvements shall be awarded to the responsible bidder(s) submitting the lowest responsive bid(s) for the construction of the TUMF Improvements.

(c) Developer shall require, and the specifications and bid and contract documents shall require, all such contractors to pay prevailing wages (in accordance with Articles 1 and 2 of Chapter 1, Part 7, Division 2 of the Labor Code) and to otherwise comply with applicable provisions of the Labor Code, the Government Code and the Public Contract Code relating to public works projects of cities/counties and as required by the procedures and standards of AGENCY with respect to the construction of its public works projects or as otherwise directed by the Public Works Department.

(d) All such contractors shall be required to provide proof of insurance coverage throughout the term of the construction of the TUMF Improvements which they will construct in conformance with AGENCY's standard procedures and requirements.

(e) Developer and all such contractors shall comply with such other requirements relating to the construction of the TUMF Improvements which AGENCY may impose by written notification delivered to Developer and each such contractor at any time, either prior to the receipt of bids by Developer for the construction of the TUMF Improvements, or, to the extent required as a result of changes in applicable laws, during the progress of construction thereof.

Developer shall provide proof to AGENCY, at such intervals and in such form as AGENCY may require that the foregoing requirements have been satisfied as to the TUMF Improvements.

2.4 Quality of Work; Compliance With Laws and Codes. The construction plans and specifications for the TUMF Improvements shall be prepared in accordance with all applicable federal, state and local laws, ordinances, regulations, codes, standards, and other

requirements. The TUMF Improvements shall be completed in accordance with all approved maps, plans, specifications, standard drawings, and special amendments thereto on file with AGENCY, as well as all applicable federal, state, and local laws, ordinances, regulations, codes, standards, and other requirements applicable at the time work is actually commenced.

2.5 Standard of Performance. Developer and its contractors, if any, shall perform all work required, constructing the TUMF Improvements in a skillful and workmanlike manner, and consistent with the standards generally recognized as being employed by professionals in the same discipline in the State of California. Developer represents and maintains that it or its contractors shall be skilled in the professional calling necessary to perform the work. Developer warrants that all of its employees and contractors shall have sufficient skill and experience to perform the work assigned to them, and that they shall have all licenses, permits, qualifications and approvals of whatever nature that are legally required to perform the work, and that such licenses, permits, qualifications and approvals shall be maintained throughout the term of this Agreement.

2.6 Alterations to TUMF Improvements. All work shall be done and the TUMF Improvements completed as shown on approved plans and specifications, and any subsequent alterations thereto. If during the course of construction and installation it is determined that the public interest requires alterations in the TUMF Improvements, Developer shall undertake such design and construction changes as may be reasonably required by AGENCY. Any and all alterations in the plans and specifications and the TUMF Improvements to be completed may be accomplished without first giving prior notice thereof to Developer's surety for this Agreement.

3.0 Maintenance of TUMF Improvements. AGENCY shall not be responsible or liable for the maintenance or care of the TUMF Improvements until AGENCY approves and accepts them. AGENCY shall exercise no control over the TUMF Improvements until accepted. Any use by any person of the TUMF Improvements, or any portion thereof, shall be at the sole and exclusive risk of Developer at all times prior to AGENCY's acceptance of the TUMF Improvements. Developer shall maintain all of the TUMF Improvements in a state of good repair until they are completed by Developer and approved and accepted by AGENCY, and until the security for the performance of this Agreement is released. It shall be Developer's responsibility to initiate all maintenance work, but if it shall fail to do so, it shall promptly perform such maintenance work when notified to do so by AGENCY. If Developer fails to properly prosecute its maintenance obligation under this section, AGENCY may do all work necessary for such maintenance and the cost thereof shall be the responsibility of Developer and its surety under this Agreement. AGENCY shall not be responsible or liable for any damages or injury of any nature in any way related to or caused by the TUMF Improvements or their condition prior to acceptance.

4.0 Fees and Charges. Developer shall, at its sole cost, expense, and liability, pay all fees, charges, and taxes arising out of the construction of the TUMF Improvements, including, but not limited to, all plan check, design review, engineering, inspection, sewer treatment connection fees, and other service or impact fees established by AGENCY.

5.0 AGENCY Inspection of TUMF Improvements. Developer shall, at its sole cost, expense, and liability, and at all times during construction of the TUMF Improvements, maintain reasonable and safe facilities and provide safe access for inspection by AGENCY of the TUMF Improvements and areas where construction of the TUMF Improvements is occurring or will occur.

6.0 Liens. Upon the expiration of the time for the recording of claims of liens as prescribed by Sections 8412 and 8414 of the Civil Code with respect to the TUMF Improvements, Developer shall provide to AGENCY such evidence or proof as AGENCY shall require that all persons, firms and corporations supplying work, labor, materials, supplies and equipment to the construction of the TUMF Improvements, have been paid, and that no claims of liens have been recorded by or on behalf of any such person, firm or corporation. Rather than await the expiration of the said time for the recording of claims of liens, Developer may elect to provide to AGENCY a title insurance policy or other security acceptable to AGENCY guaranteeing that no such claims of liens will be recorded or become a lien upon any of the Property.

7.0 Acceptance of TUMF Improvements; As-Built or Record Drawings. If the TUMF Improvements are properly completed by Developer and approved by AGENCY, and if they comply with all applicable federal, state and local laws, ordinances, regulations, codes, standards, and other requirements, AGENCY shall be authorized to accept the TUMF Improvements. AGENCY may, in its sole and absolute discretion, accept fully completed portions of the TUMF Improvements prior to such time as all of the TUMF Improvements are complete, which shall not release or modify Developer's obligation to complete the remainder of the TUMF Improvements. Upon the total or partial acceptance of the TUMF Improvements by AGENCY, Developer shall file with the Recorder's Office of the County of Riverside a notice of completion for the accepted TUMF Improvements in accordance with California Civil Code sections 8182, 8184, 9204, and 9208 ("Notice of Completion"), at which time the accepted TUMF Improvements shall become the sole and exclusive property of AGENCY without any payment therefore. Notwithstanding the foregoing, AGENCY may not accept any TUMF Improvements unless and until Developer provides one (1) set of "as-built" or record drawings or plans to the AGENCY for all such TUMF Improvements. The drawings shall be certified and shall reflect the condition of the TUMF Improvements as constructed, with all changes incorporated therein.

8.0 Warranty and Guarantee. Developer hereby warrants and guarantees all the TUMF Improvements against any defective work or labor done, or defective materials furnished in the performance of this Agreement, including the maintenance of the TUMF Improvements, for a period of one (1) year following completion of the work and acceptance by AGENCY ("Warranty"). During the Warranty, Developer shall repair, replace, or reconstruct any defective or otherwise unsatisfactory portion of the TUMF Improvements, in accordance with the current ordinances, resolutions, regulations, codes, standards, or other requirements of AGENCY, and to the approval of AGENCY. All repairs, replacements, or reconstruction during the Warranty

shall be at the sole cost, expense, and liability of Developer and its surety. As to any TUMF Improvements which have been repaired, replaced, or reconstructed during the Warranty, Developer and its surety hereby agree to extend the Warranty for an additional one (1) year period following AGENCY's acceptance of the repaired, replaced, or reconstructed TUMF Improvements. Nothing herein shall relieve Developer from any other liability it may have under federal, state, or local law to repair, replace, or reconstruct any TUMF Improvement following expiration of the Warranty or any extension thereof. Developer's warranty obligation under this section shall survive the expiration or termination of this Agreement.

9.0 Administrative Costs. If Developer fails to construct and install all or any part of the TUMF Improvements, or if Developer fails to comply with any other obligation contained herein, Developer and its surety shall be jointly and severally liable to AGENCY for all administrative expenses, fees, and costs, including reasonable attorney's fees and costs, incurred in obtaining compliance with this Agreement or in processing any legal action or for any other remedies permitted by law.

10.0 Default; Notice; Remedies.

10.1 Notice. If Developer neglects, refuses, or fails to fulfill or timely complete any obligation, term, or condition of this Agreement, or if AGENCY determines there is a violation of any federal, state, or local law, ordinance, regulation, code, standard, or other requirement, AGENCY may at any time thereafter declare Developer to be in default or violation of this Agreement and make written demand upon Developer or its surety, or both, to immediately remedy the default or violation ("Notice"). Developer shall substantially commence the work required to remedy the default or violation within five (5) days of the Notice. If the default or violation constitutes an immediate threat to the public health, safety, or welfare, AGENCY may provide the Notice verbally, and Developer shall substantially commence the required work within twenty-four (24) hours thereof. Immediately upon AGENCY's issuance of the Notice, Developer and its surety shall be liable to AGENCY for all costs of construction and installation of the TUMF Improvements and all other administrative costs or expenses as provided for in this Section 10.0 of this Agreement.

10.2 Failure to Remedy; AGENCY Action. If the work required to remedy the noticed default or violation is not diligently prosecuted to a completion acceptable to AGENCY within the time frame contained in the Notice, AGENCY may complete all remaining work, arrange for the completion of all remaining work, and/or conduct such remedial activity as in its sole and absolute discretion it believes is required to remedy the default or violation. All such work or remedial activity shall be at the sole and absolute cost, expense, and liability of Developer and its surety, without the necessity of giving any further notice to Developer or surety. AGENCY's right to take such actions shall in no way be limited by the fact that Developer or its surety may have constructed any of the TUMF Improvements at the time of AGENCY's demand for performance. In the event AGENCY elects to complete or arrange for completion of the remaining work and the TUMF Improvements, AGENCY may require all work by Developer or its surety to cease in order to allow adequate coordination by AGENCY.

10.3 Other Remedies. No action by AGENCY pursuant to this Section 10.0 et seq. of this Agreement shall prohibit AGENCY from exercising any other right or pursuing any other legal or equitable remedy available under this Agreement or any federal, state, or local law. AGENCY may exercise its rights and remedies independently or cumulatively, and AGENCY may pursue inconsistent remedies. AGENCY may institute an action for damages, injunctive relief, or specific performance.

11.0 Security; Surety Bonds. Prior to the commencement of any work on the TUMF Improvements, Developer or its contractor shall provide AGENCY with surety bonds in the amounts and under the terms set forth below ("Security"). The amount of the Security shall be based on the estimated actual costs to construct the TUMF Improvements, as determined by AGENCY after Developer has awarded a contract for construction of the TUMF Improvements to the lowest responsive and responsible bidder in accordance with this Agreement ("Estimated Costs"). If AGENCY determines, in its sole and absolute discretion, that the Estimated Costs have changed, Developer or its contractor shall adjust the Security in the amount requested by AGENCY. Developer's compliance with this Section 11.0 et seq. of this Agreement shall in no way limit or modify Developer's indemnification obligation provided in Section 12.0 of this Agreement.

11.1 Performance Bond. To guarantee the faithful performance of the TUMF Improvements and all the provisions of this Agreement, to protect AGENCY if Developer is in default as set forth in Section 10.0 et seq. of this Agreement, and to secure the one-year guarantee and warranty of the TUMF Improvements, Developer or its contractor shall provide AGENCY a faithful performance bond in an amount which sum shall be not less than one hundred percent (100%) of the Estimated Costs. The AGENCY may, in its sole and absolute discretion, partially release a portion or portions of the security provided under this section as the TUMF Improvements are accepted by AGENCY, provided that Developer is not in default on any provision of this Agreement and the total remaining security is not less than _____ (___%) of the Estimated Costs. All security provided under this section shall be released at the end of the Warranty period, or any extension thereof as provided in Section 11.0 of this Agreement, provided that Developer is not in default on any provision of this Agreement.

11.2 Labor & Material Bond. To secure payment to the contractors, subcontractors, laborers, materialmen, and other persons furnishing labor, materials, or equipment for performance of the TUMF Improvements and this Agreement, Developer or its contractor shall provide AGENCY a labor and materials bond in an amount which sum shall not be less than one hundred percent (100%) of the Estimated Costs. The security provided under this section may be released by written authorization of AGENCY after six (6) months from the date AGENCY accepts the TUMF Improvements. The amount of such security shall be reduced by the total of all stop notice or mechanic's lien claims of which AGENCY is aware, plus an amount equal to twenty percent (20%) of such claims for reimbursement of AGENCY's anticipated administrative and legal expenses arising out of such claims.

11.3 Additional Requirements. The surety for any surety bonds provided as Security shall have a current A.M. Best rating of at least "A" and FSC-VIII, shall be licensed to do business in California, and shall be satisfactory to AGENCY. As part of the obligation secured by the Security and in addition to the face amount of the Security, Developer, its contractor or the surety shall secure the costs and reasonable expenses and fees, including reasonable attorney's fees and costs, incurred by AGENCY in enforcing the obligations of this Agreement. Developer, its contractor and the surety shall stipulate and agree that no change, extension of time, alteration, or addition to the terms of this Agreement, the TUMF Improvements, or the plans and specifications for the TUMF Improvements shall in any way affect its obligation on the Security.

11.4 Evidence and Incorporation of Security. Evidence of the Security shall be provided on the forms set forth in Exhibit "B", unless other forms are deemed acceptable by the AGENCY, and when such forms are completed to the satisfaction of AGENCY, the forms and evidence of the Security shall be attached hereto as Exhibit "B" and incorporated herein by this reference.

12.0 Indemnification. Developer shall defend, indemnify, and hold harmless AGENCY, its elected officials, employees, and agents from any and all actual or alleged claims, demands, causes of action, liability, loss, damage, or injury to property or persons, including wrongful death, whether imposed by a court of law or by administrative action of any federal, state, or local governmental agency, arising out of or incident to any acts, omissions, negligence, or willful misconduct of Developer, its employees, contractors, or agents in connection with the performance of this Agreement, or arising out of or in any way related to or caused by the TUMF Improvements or their condition prior to AGENCY's approval and acceptance of the TUMF Improvements ("Claims"). This indemnification includes, without limitation, the payment of all penalties, fines, judgments, awards, decrees, attorneys fees, and related costs or expenses, and the reimbursement of AGENCY, its elected officials, employees, and/or agents for all legal expenses and costs incurred by each of them. This indemnification excludes only such portion of any Claim which is caused solely and exclusively by the negligence or willful misconduct of AGENCY as determined by a court or administrative body of competent jurisdiction. Developer's obligation to indemnify shall survive the expiration or termination of this Agreement, and shall not be restricted to insurance proceeds, if any, received by AGENCY, its elected officials, employees, or agents.

13.0 Insurance.

13.1 Types; Amounts. Developer shall procure and maintain, and shall require its contractors to procure and maintain, during performance of this Agreement, insurance of the types and in the amounts described below ("Required Insurance"). If any of the Required Insurance contains a general aggregate limit, such insurance shall apply separately to this Agreement or be no less than two times the specified occurrence limit.

13.1.1 General Liability. Occurrence version general liability insurance, or equivalent form, with a combined single limit of not less than Two Million Dollars ($2,000,000) per occurrence for bodily injury, personal injury, and property damage.

13.1.2 Business Automobile Liability. Business automobile liability insurance, or equivalent form, with a combined single limit of not less than One Million Dollars ($1,000,000) per occurrence. Such insurance shall include coverage for the ownership, operation, maintenance, use, loading, or unloading of any auto owned, leased, hired, or borrowed by the insured or for which the insured is responsible.

13.1.3 Workers' Compensation. Workers' compensation insurance with limits as required by the Labor Code of the State of California and employers' liability insurance with limits of not less than One Million Dollars ($1,000,000) per occurrence, at all times during which insured retains employees.

13.1.4 Professional Liability. For any consultant or other professional who will engineer or design the TUMF Improvements, liability insurance for errors and omissions with limits not less than Two Million Dollars ($2,000,000) per occurrence, shall be procured and maintained for a period of five (5) years following completion of the TUMF Improvements. Such insurance shall be endorsed to include contractual liability.

13.2 Deductibles. Any deductibles or self-insured retentions must be declared to and approved by AGENCY. At the option of AGENCY, either: (a) the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects AGENCY, its elected officials, officers, employees, agents, and volunteers; or (b) Developer and its contractors shall provide a financial guarantee satisfactory to AGENCY guaranteeing payment of losses and related investigation costs, claims, and administrative and defense expenses.

13.3 Additional Insured; Separation of Insureds. The Required Insurance, except for the professional liability and workers' compensation insurance, shall name AGENCY, its elected officials, officers, employees, and agents as additional insureds with respect to work performed by or on behalf of Developer or its contractors, including any materials, parts, or equipment furnished in connection therewith. The Required Insurance shall contain standard separation of insureds provisions, and shall contain no special limitations on the scope of its protection to AGENCY, its elected officials, officers, employees, or agents.

13.4 Primary Insurance; Waiver of Subrogation. The Required Insurance shall be primary with respect to any insurance or self-insurance programs covering AGENCY, its elected officials, officers, employees, or agents. The policy required for workers' compensation insurance shall provide that the insurance company waives all right of recovery by way of subrogation against AGENCY in connection with any damage or harm covered by such policy.

13.5 Certificates; Verification. Developer and its contractors shall furnish AGENCY with original certificates of insurance and endorsements effecting coverage for the

Required Insurance. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. All certificates and endorsements must be received and approved by AGENCY before work pursuant to this Agreement can begin. AGENCY reserves the right to require complete, certified copies of all required insurance policies, at any time.

13.6 Term; Cancellation Notice. Developer and its contractors shall maintain the Required Insurance for the term of this Agreement and shall replace any certificate, policy, or endorsement which will expire prior to that date. All policies shall be endorsed to provide that the Required Insurance shall not be suspended, voided, reduced, canceled, or allowed to expire except on thirty (30) days' prior written notice to AGENCY.

13.7 Insurer Rating. Unless approved in writing by AGENCY, all Required Insurance shall be placed with insurers licensed to do business in the State of California and with a current A.M. Best rating of at least "A" and FSC-VIII.

14.0 TUMF Credit.

14.1 Developer's TUMF Obligation. Developer hereby agrees and accepts that as of the date of this Agreement, the amount Developer is obligated to pay to AGENCY pursuant to City as part of the TUMF Program is One Million Two Hundred Eighty-Three Thousand Five Hundred Eighty-Six Dollars ($1,283,586) ("TUMF Obligation"). This TUMF Obligation shall be initially determined under the nexus study and fee schedule in effect for the AGENCY at the time the Developer submits a building permit application for the TUMF Improvement. Notwithstanding, this TUMF Obligation does not have to be paid until the Certificate of Occupancy is obtained.

14.2 Fee Adjustments. Notwithstanding the foregoing, Developer agrees that this Agreement shall not estop AGENCY from adjusting the TUMF in accordance with the provisions of the City.

14.3 Credit Offset Against TUMF Obligation. Pursuant to the City and in consideration for Developer's obligation under this Agreement for the delivery of TUMF Improvements, credit shall be applied by AGENCY to offset the TUMF Obligation ("Credit") subject to adjustment and reconciliation under Section 14.5 of this agreement. Developer hereby agrees that the amount of the Credit shall be applied after Developer has initiated the process of project delivery of TUMF Improvements to the lowest responsible bidder in accordance with this Agreement. Developer further agrees that the dollar amount of the Credit shall be equal to the lesser of: (A) the bid amount set forth in the contract awarded to the lowest responsible bidder, or (B) the unit cost assumptions for the TUMF Improvement in effect at the time of the contract award, as such assumptions are identified and determined in the 2009 Nexus Study and the TUMF Administrative Plan adopted by WRCOG ("Unit Cost Assumptions").

The bid amount and the Unit Cost Assumptions shall hereafter be collectively referred to as "Estimated Credit". At no time will the Credit exceed the Developer's TUMF Obligation. If the dollar amount of the Estimated Credit exceeds the dollar amount of the TUMF Obligation, Developer will be deemed to have completely satisfied its TUMF Obligation for the Project and may apply for a reimbursement agreement, to the extent applicable, as provided in Section 14.6 of this Agreement. If the dollar amount of the Estimated Credit is less than the dollar amount of the TUMF Obligation, the Developer agrees the Credit shall be applied to offset the TUMF Obligation as follows:

(1) For residential units in the Project, the Credit shall be applied to all residential units to offset and/or satisfy the TUMF Obligation. The residential units for which the TUMF Obligation has been offset and/or satisfied by use of the Credit, and the amount of offset applicable to each unit, shall be identified in the notice provided to the Developer by AGENCY pursuant to this section.

(2) For commercial and industrial structures in the Project, the Credit shall be applied to all commercial and industrial development to offset and/or satisfy the TUMF Obligation. The commercial or industrial structure(s) for which the TUMF Obligation has been offset and/or satisfied by use of the Credit, and the amount of offset applicable to such structure(s), shall be identified in the notice provided to the Developer by AGENCY pursuant to this section.

AGENCY shall provide Developer written notice of the determinations that AGENCY makes pursuant to this section, including how the Credit is applied to offset the TUMF Obligation as described above.

14.4 Verified Cost of the TUMF Improvements. Upon recordation of the Notice of Completion for the TUMF Improvements and acceptance of the TUMF Improvements by AGENCY, Developer shall submit to the AGENCY Public Works Director the information set forth in the attached Exhibit "C". The AGENCY Public Works Director, or his or her designee, shall use the information provided by Developer to calculate the total actual costs incurred by Developer in delivering the TUMF Improvements covered under this Agreement ("Verified Costs"). The AGENCY Public Works Director will use his or her best efforts to determine the amount of the Verified Costs and provide Developer written notice thereof within thirty (30) calendar days of receipt of all the required information from Developer.

14.5 Reconciliation; Final Credit Offset Against TUMF Obligation. The Developer is aware of and accepts the fact that Credits are speculative and conceptual in nature. The actual amount of Credit that shall be applied by AGENCY to offset the TUMF Obligation shall be equal to the lesser of: (A) the Verified Costs or (B) Unit Cost Assumptions for the TUMF Improvements as determined in accordance with Section 14.3 of this Agreement ("Actual Credit"). No Actual Credit will be awarded until the Verified Costs are determined through the reconciliation process. Please be advised that while a Developer may use an engineer's

estimates in order to estimate Credits for project planning purposes, the Actual Credit awarded will only be determined by the reconciliation process.

(a) TUMF Balance. If the dollar amount of the Actual Credit is less than the dollar amount of the TUMF Obligation, the AGENCY Public Works Director shall provide written notice to Developer of the amount of the difference owed ("TUMF Balance") and Developer shall pay the TUMF Balance in accordance with the City to fully satisfy the TUMF Obligation (see Exhibit "E" - Example "A").

(b) TUMF Reimbursement. If the dollar amount of the Actual Credit exceeds the TUMF Obligation, Developer will be deemed to have fully satisfied the TUMF Obligation for the Project and may apply for a reimbursement agreement, to the extent applicable, as provided in Section 14.6 of this Agreement. AGENCY shall provide Developer written notice of the determinations that AGENCY makes pursuant to this section (see Exhibit "E" - Example "B").

(c) TUMF Overpayment. If the dollar amount of the Actual Credit exceeds the Estimated Credit, but is less than the TUMF Obligation, but the Actual Credit plus additional monies collected by AGENCY from Developer for the TUMF Obligation exceed the TUMF Obligation ("TUMF Overpayment"), Developer will be deemed to have fully satisfied the TUMF Obligation for the Project and may be entitled to a refund. The AGENCY's Public Works Director shall provide written notice to WRCOG and the Developer of the amount of the TUMF Overpayment and AGENCY shall direct WRCOG to refund the Developer in accordance with the City (see Exhibit "E" - Example C).

14.6 Reimbursement Agreement. If authorized under either Section 14.3 or Section 14.5 Developer may apply to AGENCY and WRCOG for a reimbursement agreement for the amount by which the Actual Credit exceeds the TUMF Obligation, as determined pursuant to Section 14.3 of this Agreement, the City, and the TUMF Administrative Plan adopted by WRCOG ("Reimbursement Agreement"). The Parties agree that the Reimbursement Agreement shall be subject to all terms and conditions of this Agreement, and that upon execution, an executed copy of the Reimbursement Agreement shall be attached hereto and shall be incorporated herein as a material part of this Agreement as though fully set forth herein.

15.0 Miscellaneous.

15.1 Assignment. Developer may assign all or a portion of its rights pursuant to this Agreement to a purchaser of a portion or portions of the Property ("Assignment"). Developer and such purchaser and assignee ("Assignee") shall provide to AGENCY such reasonable proof as it may require that Assignee is the purchaser of such portions of the Property. Any assignment pursuant to this section shall not be effective unless and until Developer and Assignee have executed an assignment agreement with AGENCY in a form reasonably acceptable to AGENCY, whereby Developer and Assignee agree, except as may be otherwise specifically provided therein, to the following: (1) that Assignee shall receive all or a

portion of Developer's rights pursuant to this Agreement, including such credit as is determined to be applicable to the portion of the Property purchased by Assignee pursuant to Section 14.0 et seq. of this Agreement, and (2) that Assignee shall be bound by all applicable provisions of this Agreement.

15.2 Relationship Between the Parties. The Parties hereby mutually agree that this Agreement shall not operate to create the relationship of partnership, joint venture, or agency between AGENCY and Developer. Developer's contractors are exclusively and solely under the control and dominion of Developer. Nothing herein shall be deemed to make Developer or its contractors an agent or contractor of AGENCY.

15.3 Warranty as to Property Ownership; Authority to Enter Agreement. Developer hereby warrants that it owns fee title to the Property and that it has the legal capacity to enter into this Agreement. Each Party warrants that the individuals who have signed this Agreement have the legal power, right, and authority make this Agreement and bind each respective Party.

15.4 Prohibited Interests. Developer warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Developer, to solicit or secure this Agreement. Developer also warrants that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Developer, any fee, commission, percentage, brokerage fee, gift, or other consideration contingent upon the making of this Agreement. For breach of this warranty, AGENCY shall have the right to rescind this Agreement without liability.

15.5 Notices. All notices, demands, invoices, and written communications shall be in writing and delivered to the following addresses or such other addresses as the Parties may designate by written notice:

To AGENCY:

CITY OF EASTVALE
Attn: Joe Indrawan
12363 Limonite Avenue, Ste. 910
Eastvale, CA 91752
Fax No. (951) 361-0888

To DEVELOPER:

KB Coastal, Inc.
Attn: Scott Hansen
36310 Inland Valley Drive
Wildomar, CA 92595
Fax No. (951) 677-2190

Depending upon the method of transmittal, notice shall be deemed received as follows: by facsimile, as of the date and time sent; by messenger, as of the date delivered; and by U.S. Mail first class postage prepaid, as of 72 hours after deposit in the U.S. Mail.

15.6 Cooperation; Further Acts. The Parties shall fully cooperate with one another, and shall take any additional acts or sign any additional documents as may be necessary, appropriate, or convenient to attain the purposes of this Agreement.

15.7 Construction; References; Captions. It being agreed the Parties or their agents have participated in the preparation of this Agreement, the language of this Agreement shall be construed simply, according to its fair meaning, and not strictly for or against any Party. Any term referencing time, days, or period for performance shall be deemed calendar days and not work days. All references to Developer include all personnel, employees, agents, and contractors of Developer, except as otherwise specified in this Agreement. All references to AGENCY include its elected officials, officers, employees, agents, and volunteers except as otherwise specified in this Agreement. The captions of the various articles and paragraphs are for convenience and ease of reference only, and do not define, limit, augment, or describe the scope, content, or intent of this Agreement.

15.8 Amendment; Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by both Parties.

15.9 Waiver. No waiver of any default shall constitute a waiver of any other default or breach, whether of the same or other covenant or condition. No waiver, benefit, privilege, or service voluntarily given or performed by a Party shall give the other Party any contractual right by custom, estoppel, or otherwise.

15.10 Binding Effect. Each and all of the covenants and conditions shall be binding on and shall inure to the benefit of the Parties, and their successors, heirs, personal representatives, or assigns. This section shall not be construed as an authorization for any Party to assign any right or obligation.

15.11 No Third Party Beneficiaries. There are no intended third party beneficiaries of any right or obligation assumed by the Parties.

15.12 Invalidity; Severability. If any portion of this Agreement is declared invalid, illegal, or otherwise unenforceable by a court of competent jurisdiction, the remaining provisions shall continue in full force and effect.

15.13 Consent to Jurisdiction and Venue. This Agreement shall be construed in accordance with and governed by the laws of the State of California. Any legal action or proceeding brought to interpret or enforce this Agreement, or which in any way arises out of the Parties' activities undertaken pursuant to this Agreement, shall be filed and prosecuted in the appropriate California State Court in the County of Riverside, California. Each Party waives the benefit of any provision of state or federal law providing for a change of venue to any other court or jurisdiction including, without limitation, a change of venue based on the fact that a governmental entity is a party to the action or proceeding, or that a federal right or question is

involved or alleged to be involved in the action or proceeding. Without limiting the generality of the foregoing waiver, Developer expressly waives any right to have venue transferred pursuant to California Code of Civil Procedure Section 394.

15.14 Time is of the Essence. Time is of the essence in this Agreement, and the Parties agree to execute all documents and proceed with due diligence to complete all covenants and conditions.

15.15 Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original and which collectively shall constitute one instrument.

15.16 Entire Agreement. This Agreement contains the entire agreement between AGENCY and Developer and supersedes any prior oral or written statements or agreements between AGENCY and Developer.

[SIGNATURES OF PARTIES ON NEXT PAGE]

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the day and year first above written.

DEVELOPER:

KB HOME COASTAL, INC., a California corporation

By: ~~Stephen J. Ruffner~~ Scott Hansen

Its: ~~President~~ Vice President, Forward Planning

ATTEST:

By: _____

Its: _____

CITY OF EASTVALE:

By: Michele Nissen

Its: City Manager

ATTEST:

By: _____

Its: _____

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document, to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Riverside

On January 3, 2017 before me, Sonia Rodriguez, Notary Public, personally appeared Scott Hansen, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

SONIA RODRIGUEZ
Commission # 2100652
Notary Public - California
Riverside County
My Comm. Expires Feb 20, 2019

Sonia Rodriguez

(SEAL)

EXHIBIT "A"

LEGAL DESCRIPTION OF PROPERTY

Refer to Final Map Nos. 32821 and 32821-1.

EXHIBIT "B"

FORMS FOR SECURITY

[ATTACHED BEHIND THIS PAGE]

****ISSUED IN DUPLICATE****

BOND NO. CMS260776
INITIAL PREMIUM: $3,915.00
SUBJECT TO RENEWAL

CITY OF EASTVALE

PROJECT NO. 13-0240 DEVELOPMENT IMPROVEMENT BOND

(Faithful Performance)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS the City of Eastvale, California ("City") and KB Home Coastal Inc. ("Principal"), have executed an agreement for work consisting of, but not limited to, the furnishing all labor, materials, tools, equipment, services, and incidentals for all grading, roads, paving, curbs and gutters, pathways, storm drains, sanitary sewers, utilities, drainage facilities, traffic controls, landscaping, street lights, and all other required facilities for Parcel Map No. 32821-1 ("Public Improvements");

WHEREAS, the Public Improvements to be performed by Principal are more particularly set forth in that certain Subdivision Improvement Agreement dated _____, 2010 ("Improvement Agreement");

WHEREAS, the Improvement Agreement is hereby referred to and incorporated herein by reference; and

WHEREAS, Principal is required by the Improvement Agreement to provide a good and sufficient bond for performance of the Improvement Agreement, and to guarantee and warranty the Public Improvements constructed thereunder.

NOW, THEREFORE, Principal and RLI Insurance Company ("Surety"), a corporation organized and existing under the laws of the State of Illinois, and duly authorized to transact surety business under the laws of the State of California, are held and firmly bound unto City in the sum of Three Hundred Ninety One Thousand Five Hundred Dollars ($ 391,500.00), said sum being not less than one hundred percent (100%) of the total cost of the Public Improvements as set forth in the Improvement Agreement, we bind ourselves, our heirs, executors and administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION is such, that if Principal, his or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, agreements, guarantees, and warranties in the Improvement Agreement and any alteration thereof made as therein provided, to be kept and performed at the time and in the manner therein specified and in all respects according to their intent and meaning, and to indemnify and save harmless City, its officers,

employees, and agents, as stipulated in the Improvement Agreement, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As part of the obligation secured hereby, and in addition to the face amount specified therefore, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Improvement Agreement, or to any plans, profiles, and specifications related thereto, or to the Public Improvements to be constructed thereunder, shall in any way affect its obligations (and it does hereby waive notice of any such change, extension of time, alteration

This bond is executed and filed to comply with Section 66499 et seq. of the Government Code of California as security for performance of the Improvement Agreement and security for the one-year guarantee and warranty of the Public Improvements.

IN WITNESS WHEREOF, the seal and signature of the Principal is hereto affixed, and the corporate seal and the name of the Surety is hereto affixed and attested by its duly authorized Attorney-in-Fact at Los Angeles, California, this 1st day of November, 2013.

KB Home Coastal Inc.	RLI Insurance Company
Principal	Surety
By:	By:
Its: Managing Member	Attorney-In-Fact
R. SCOTT HANSEN	Brenda Wong
(print name)	(print name)

INSTRUCTIONS

1. **The above bond must be executed by both the Principal and the Surety.**
2. **If the Principal is a corporation, the bond must be executed in the corporate name and signed by the President or a Vice-President and the Secretary or Assistant Secretary, and the corporate seal affixed. If the Principal is a partnership, it must be signed by all partners. If the Principal is an Individual doing business under a fictitious name, it must be signed by all persons having an interest in the business and the fictitious name must by signed also. The bond must be notarized by both the Principal and the Surety.**
3. **The bond, after approval, must be filed with the City Clerk of the City of Eastvale.**

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT
CIVIL CODE § 1189

State of California
County of Riverside

On Nov. 4, 2013 before me, Jennifer R. Johnson, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared R. Scott Hansen
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature: _____
Signature of Notary Public

JENNIFER R. JOHNSON
Commission # 1877565
Notary Public - California
Riverside County
My Comm. Expires Jan 22, 2014

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

On NOV 01 2013 before me, Natalie K. Trofimoff, Notary Public, personally appeared Brenda Wong who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity~~(ies)~~, and that by ~~his~~/her/~~their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(seal) Signature _____
Natalie K. Trofimoff, Notary Public

NCC1

NATALIE K. TROFIMOFF
Commission No. 1957481
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Comm. Expires OCTOBER 22, 2015

NCC1

RLI Surety
P.O. Box 3967 | Peoria, IL 61612-3967
Phone: (800)645-2402 | Fax: (309)689-2036
www.rlicorp.com

POWER OF ATTORNEY
RLI Insurance Company

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company**, an Illinois corporation, does hereby make, constitute and appoint:
Cesar F. Javier, Jeffrey Strassner, Irene Lau, Natalie K. Trofimoff, Tenzer V. Cunningham, Kathy R. Mair, Patricia Talavera, Mechelle Larkin, Brenda Wong, jointly or severally.

in the City of Los Angeles, State of California its true and lawful Agent and Attorney in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, the following described bond.

Any and all bonds provided the bond penalty does not exceed Twenty Five Million Dollars ($25,000,000.00).

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon this Company as if such bond had been executed and acknowledged by the regularly elected officers of this Company.

The **RLI Insurance Company** further certifies that the following is a true and exact copy of the Resolution adopted by the Board of Directors of **RLI Insurance Company**, and now in force to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** has caused these presents to be executed by its Vice President with its corporate seal affixed this 7th day of March, 2012.

RLI INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI Insurance Company

By: _____
Roy C. Die — Vice President

State of Illinois
County of Peoria } SS

On this 7th day of March, 2012, before me, a Notary Public, personally appeared Roy C. Die, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: _____
Jacqueline M. Bockler — Notary Public

"OFFICIAL SEAL"
JACQUELINE M. BOCKLER
NOTARY PUBLIC STATE OF ILLINOIS
COMMISSION EXPIRES 03/01/14

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company**, a stock corporation of the State of Illinois, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** this _____ day of NOV 01 2013.

RLI Insurance Company

By: _____
Roy C. Die — Vice President

0434040020212

A0058707

****ISSUED IN DUPLICATE****

BOND NO. CMS260776
INITIAL PREMIUM: Included in Performance Bond
SUBJECT TO RENEWAL

CITY OF EASTVALE

PROJECT NO. 13-0204 DEVELOPMENT IMPROVEMENT BOND

(Labor and Materials)

KNOW ALL MEN BY THESE PRESENTS:

WHEREAS the City of Eastvale California ("City") and KB Home Coastal Inc ("Principal"), have executed an agreement for work consisting of, but not limited to, the furnishing all labor, materials, tools, equipment, services, and incidentals for all grading, roads, paving, curbs and gutters, pathways, storm drains, sanitary sewers, utilities, drainage facilities, traffic controls, landscaping, street lights, and all other required facilities for Parcel Map No. 32821-1 ("Public Improvements");

WHEREAS, the Public Improvements to be performed by Principal are more particularly set forth in that certain Subdivision Improvement Agreement dated _____, 2010 ("Improvement Agreement");

WHEREAS, the Improvement Agreement is hereby referred to and incorporated herein by reference; and

WHEREAS, Principal is required to furnish a bond in connection with the Improvement Agreement providing that if Principal or any of its subcontractors shall fail to pay for any materials, provisions, or other supplies, or terms used in, upon, for, or about the performance of the Public Improvements, or for any work or labor done thereon of any kind, or for amounts due under the provisions of Title 15 (commencing with section 3082) of Part 4 of Division 3 of the California Civil Code, with respect to such work or labor, that the Surety on this bond will pay the same together with a reasonable attorney's fee in case suit is brought on the bond.

NOW, THEREFORE, Principal and RLI Insurance Company ("Surety"), a corporation organized and existing under the laws of the State of Illinois, and duly authorized to transact business under the laws of the State of California, are held and firmly bound unto City and to any and all material men, persons, companies or corporations furnishing materials, provisions, and other supplies used in, upon, for or about the performance of the Public Improvements, and all persons, companies or corporations renting or hiring teams, or implements or machinery, for or contributing to the Public Improvements to be done, and all persons performing work or labor upon the same and all persons supplying both work and materials as aforesaid excepting the Principal, the sum of One Hundred Ninety Five Thousand** Dollars ($195,750.00), said sum being not less than 100% of the total cost of the Public Improvements under the terms of the Improvement Agreement, we bind ourselves, our heirs, executors and administrators, successors and assigns jointly and severally, firmly by these presents.

** Seven Hundred Fifty and 00/100

THE CONDITION OF THIS OBLIGATION IS SUCH that if the Principal, his or its subcontractors, heirs, executors, administrators, successors, or assigns, shall fail to pay for any materials, provisions, or other supplies or machinery used in, upon, for or about the performance of the Public Improvements, or for work or labor thereon of any kind, or fail to pay any of the persons named in California Civil Code Section 3181, or amounts due under the Unemployment Insurance Code with respect to work or labor performed by any such claimant, or for any amounts required to be deducted, withheld, and paid over to the Employment Development Department from the wages of employees of the contractor and his subcontractors pursuant to Section 13020 of the Unemployment Insurance Code with respect to such work and labor, and all other applicable laws of the State of California and rules and regulations of its agencies, then said Surety will pay the same in or to an amount not exceeding the sum specified herein.

As part of the obligation secured hereby, and in addition to the face amount specified therefore, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

This bond is executed and filed to comply with Section 66499 et seq. of the California Government Code as security for payment to contractors, subcontractors, and persons furnishing labor, materials, or equipment for construction of the Public Improvements or performance of the Improvement Agreement. It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persons, companies, and corporations entitled to file claims under Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the California Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Improvement Agreement, or to any plans, profiles, and specifications related thereto, or to the Public Improvements to be constructed thereunder, shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration, or addition.

IN WITNESS WHEREOF, the seal and signature of the Principal is hereto affixed, and the corporate seal and the name of the Surety is hereto affixed and attested by its duly authorized Attorney-in-Fact at Los Angeles, California, this 1st day of November, 2013.

KB Home Coastal Inc.	RLI Insurance Company
Principal	Surety
By:	By:
Its: Managing Member	Attorney-In-Fact
R. SCOTT HANSEN	Brenda Wong
(print name)	(print name)

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT
CIVIL CODE § 1189

State of California
County of Riverside

On Nov. 4, 2013 before me, Jennifer R. Johnson, Notary Public,
Date *Here Insert Name and Title of the Officer*

personally appeared R. Scott Hansen
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/~~are~~ subscribed to the within instrument and acknowledged to me that he/~~she/they~~ executed the same in his/~~her/their~~ authorized capacity(~~ies~~), and that by his/~~her/their~~ signature(~~s~~) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

JENNIFER R. JOHNSON
Commission # 1877565
Notary Public - California
Riverside County
My Comm. Expires Jan 22, 2014
NNA1 NNA1

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Place Notary Seal Above

Signature: _____
Signature of Notary Public

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: _____ Document Date: _____

Number of Pages: _____ Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

Signer's Name: _____
☐ Corporate Officer — Title(s): _____
☐ Partner — ☐ Limited ☐ General
☐ Individual ☐ Attorney in Fact
☐ Trustee ☐ Guardian or Conservator
☐ Other: _____
Signer Is Representing: _____

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CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

State of California

County of Los Angeles

On NOV 01 2013 before me, Natalie K. Trofimoff, Notary Public, personally appeared Brenda Wong who proved to me on the basis of satisfactory evidence to be the person(~~s~~) whose name(~~s~~) is/~~are~~ subscribed to the within instrument and acknowledged to me that ~~he~~/she/~~they~~ executed the same in ~~his~~/her/~~their~~ authorized capacity~~(ies)~~, and that by ~~his~~/her/~~their~~ signature(~~s~~) on the instrument the person(~~s~~), or the entity upon behalf of which the person(~~s~~) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

(seal) Signature _____

Natalie K. Trofimoff, Notary Public

NCC1 NATALIE K. TROFIMOFF
Commission No. 1957481
NOTARY PUBLIC-CALIFORNIA
LOS ANGELES COUNTY
My Comm. Expires OCTOBER 22, 2015 NCC1

INSTRUCTIONS

1. **The above bond must be executed by both the Principal and the Surety.**
2. **If the Principal is a corporation, the bond must be executed in the corporate name and signed by the President or a Vice-President and the Secretary or Assistant Secretary, and the corporate seal affixed. If the Principal is a partnership, it must be signed by all partners. If the Principal is an Individual doing business under a fictitious name, it must be signed by all persons having an interest in the business and the fictitious name must by signed also. The bond must be notarized by both the Principal and the Surety.**
3. **The bond, after approval, must be filed with the City Clerk of the City of Eastvale.**

RLI Surety
P.O. Box 3967 | Peoria, IL 61612-3967
Phone: (800)645-2402 | Fax: (309)689-2036
www.rlicorp.com

POWER OF ATTORNEY
RLI Insurance Company

Know All Men by These Presents:

That this Power of Attorney is not valid or in effect unless attached to the bond which it authorizes executed, but may be detached by the approving officer if desired.

That **RLI Insurance Company**, an Illinois corporation, does hereby make, constitute and appoint:
Cesar F. Javier, Jeffrey Strassner, Irene Lau, Natalie K. Trofimoff, Tenzer V. Cunningham, Kathy R. Mair, Patricia Talavera, Mechelle Larkin, Brenda Wong, jointly or severally.

in the City of Los Angeles, State of California its true and lawful Agent and Attorney in Fact, with full power and authority hereby conferred, to sign, execute, acknowledge and deliver for and on its behalf as Surety, the following described bond.

Any and all bonds provided the bond penalty does not exceed Twenty Five Million Dollars ($25,000,000.00).

The acknowledgment and execution of such bond by the said Attorney in Fact shall be as binding upon this Company as if such bond had been executed and acknowledged by the regularly elected officers of this Company.

The **RLI Insurance Company** further certifies that the following is a true and exact copy of the Resolution adopted by the Board of Directors of **RLI Insurance Company**, and now in force to-wit:

"All bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation shall be executed in the corporate name of the Company by the President, Secretary, any Assistant Secretary, Treasurer, or any Vice President, or by such other officers as the Board of Directors may authorize. The President, any Vice President, Secretary, any Assistant Secretary, or the Treasurer may appoint Attorneys in Fact or Agents who shall have authority to issue bonds, policies or undertakings in the name of the Company. The corporate seal is not necessary for the validity of any bonds, policies, undertakings, Powers of Attorney or other obligations of the corporation. The signature of any such officer and the corporate seal may be printed by facsimile."

IN WITNESS WHEREOF, the **RLI Insurance Company** has caused these presents to be executed by its Vice President with its corporate seal affixed this 7th day of March, 2012.

RLI INSURANCE COMPANY CORPORATE SEAL ILLINOIS

RLI Insurance Company

By: _____
Roy C. Die Vice President

State of Illinois
County of Peoria } SS

On this 7th day of March, 2012, before me, a Notary Public, personally appeared Roy C. Die, who being by me duly sworn, acknowledged that he signed the above Power of Attorney as the aforesaid officer of the **RLI Insurance Company** and acknowledged said instrument to be the voluntary act and deed of said corporation.

By: _____
Jacqueline M. Bockler Notary Public

"OFFICIAL SEAL"
JACQUELINE M. BOCKLER
NOTARY PUBLIC STATE OF ILLINOIS
COMMISSION EXPIRES 03/01/14

CERTIFICATE

I, the undersigned officer of **RLI Insurance Company**, a stock corporation of the State of Illinois, do hereby certify that the attached Power of Attorney is in full force and effect and is irrevocable; and furthermore, that the Resolution of the Company as set forth in the Power of Attorney, is now in force. In testimony whereof, I have hereunto set my hand and the seal of the **RLI Insurance Company** this ____ day of NOV 01 2013.

RLI Insurance Company

By: _____
Roy C. Die Vice President

0434040020212

A0058707

EXHIBIT "C"

DOCUMENTATION TO BE PROVIDED TO AGENCY BY DEVELOPER FOR DETERMINATION OF CONSTRUCTION COSTS

To assist AGENCY in determining the Construction Costs for a completed TUMF Improvement, Developer shall provide the following documents to AGENCY:

1. Plans, specifications and Developer's civil engineer's cost estimate;
2. List of bidders from whom bids were requested;
3. Construction schedules and progress reports;
4. Contracts, insurance certificates and change orders with each contractor or vendor;
5. Invoices received from all vendors;
6. Canceled checks for payments made to contractors and vendors (copy both front and back of canceled checks);
7. Spreadsheet showing total costs incurred in and related to the construction of each TUMF Improvement and the check number for each item of cost and invoice;
8. Final lien releases from each contractor and vendor; and
9. Such further documentation as may be reasonably required by AGENCY to evidence the completion of construction and the payment of each item of cost and invoice.

EXHIBIT "D"

TUMF CREDIT / REIMBURSEMENT ELIGIBILITY PROCESS

1. Prior to the construction of any TUMF Improvement, Developer shall follow the steps listed below:
    a. Prepare a separate bid package for the TUMF Improvements.
    b. The plans, cost estimate, specifications and contract document shall require all contractors to pay prevailing wages and to comply with applicable provisions of the Labor Code, Government Code, and Public Contract Code relating to Public Works Projects.
    c. Bids shall be obtained and processed in accordance with the formal public works bidding requirements of the AGENCY.
    d. The contract(s) for the construction of TUMF Improvements shall be awarded to the lowest responsible bidder(s) for the construction of such facilities in accordance with the AGENCY's requirements and guidelines.
    e. Contractor(s) shall be required to provide proof of insurance coverage throughout the duration of the construction.
2. Prior to the determination and application of any Credit pursuant to a TUMF Improvement and Credit Agreement executed between AGENCY and Developer ("Agreement"), Developer shall provide the AGENCY and WRCOG with the following:
    a. Copies of all information listed under Item 1 above.
    b. Surety Bond, Letter of Credit, or other form of security permitted under the Agreement and acceptable to the AGENCY and WRCOG, guaranteeing the construction of all applicable TUMF Improvements.
3. Prior to the AGENCY's acceptance of any completed TUMF Improvement, and in order to initiate the construction cost verification process, the Developer shall comply with the requirements as set forth in Sections 7, 14.2 and 14.3 of the Agreement, and the following conditions shall also be satisfied:
    a. Developer shall have completed the construction of all TUMF Improvements in accordance with the approved Plans and Specifications.
    b. Developer shall have satisfied the AGENCY's inspection punch list.
    c. After final inspection and approval of the completed TUMF Improvements, the AGENCY shall have provided the Developer a final inspection release letter.
    d. AGENCY shall have filed a Notice of Completion with respect to the TUMF Improvements pursuant to Section 3093 of the Civil Code with the County Recorder's Office, and provided a copy of filed Notice of Completion to WRCOG.
    e. Developer shall have provided AGENCY a copy of the As-Built plans for the TUMF Improvements.
    f. Developer shall have provided AGENCY copies of all permits or agreements that may have been required by various resource/regulatory agencies for construction, operation and maintenance of any TUMF Improvements.
    g. Developer shall have submitted a documentation package to the AGENCY to determine the final cost of the TUMF Improvements, which shall include at a minimum, the following documents related to the TUMF Improvements:

i. Plans, specifications, and Developer's Civil Engineer's cost estimates; or Engineer's Report showing the cost estimates.
ii. Contracts/agreements, insurance certificates and change orders with each vendor or contractor.
iii. Invoices from all vendors and service providers.
iv. Copies of cancelled checks, front and back, for payments made to contractors, vendors and service providers.
v. Final lien releases from each contractor and vendor (unconditional waiver and release).
vi. Certified contract workers payroll for AGENCY verification of compliance with prevailing wages.
vii. A total cost summary, in spreadsheet format (MS Excel is preferred) and on disk, showing a breakdown of the total costs incurred. The summary should include for each item claimed the check number, cost, invoice numbers, and name of payee. See attached sample for details.

EXHIBIT "E"

RECONCILIATION EXAMPLES

All examples are based on a single family residential development project of 200 dwelling units:
200 SF dwelling units @ $6,650 / dwelling unit = $1,330,000 in fees (TUMF Obligation)

Example A: "TUMF BALANCE"

CREDIT
TUMF Obligation: $1,330,000
Estimated Credit: Bid ($1,500,000) or unit Cost Assumption ($1,600,000) whichever is less $1,500,000
Potential Reimbursement: ($170,000)

RECONCILIATION
TUMF Obligation: $1,330,000
Actual Credit: $1,200,000
TUMF Balance (Payment to TUMF): **$130,000**

Example B: "REIMBURSEMENT"

CREDIT
TUMF Obligation: $1,330,000
Estimated Credit: Bid ($1,500,000) or unit Cost Assumption ($1,600,000) whichever is less $1,500,000
Potential Reimbursement: ($170,000)

RECONCILIATION
TUMF Obligation: $1,330,000
Actual Credit: $1,500,000
Reimbursement Agreement with Developer (Based on Priority Ranking): **($170,000)**

Example C: "TUMF OVERPAYMENT"

CREDIT
TUMF Obligation: $1,330,000
Estimated Credit: Bid ($1,200,000) or unit Cost Assumption ($1,500,000) whichever is less $1,200,000
Remaining TUMF Obligation: $130,000
Prorated Fee: $130,000 / 200 du = $650 / du

RECONCILIATION
Actual Credit: $1,300,000
TUMF payments from Developer ($650 per unit x 200 units) $130,000
Actual Credit plus TUMF Payment $1,430,000

TUMF Obligation: $1,330,000
Actual Credit plus TUMF Payment $1,430,000
TUMF Overpayment (Refund to Developer): **($100,000)**

EXHIBIT "F"

MODEL AMENDMENT

[ATTACH BEHIND THIS PAGE]

EXHIBIT "G"

TUMF CREDIT CALCULATION

The following represents the estimated TUMF credit calculation based upon the construction bid provided by AAA Paving Company, dated January 7, 2014 (see bid amount on the following page). The following estimate is subject to change until the reconciliation process is complete.

TUMF Credit Cost Factors:

Estimated TUMF Obligation (144 units of Tract No. 32821 at $6,231 per unit)	**$**	**897,264**
TUMF Unit Cost Assumptions	**$**	**256,000**
Improvement Costs (Estimated amount) (see attached bid)	**$**	**304,890**

Estimated TUMF Credit:

Estimated Credit (Lesser of Obligation, Bid Amount, or Unit Cost Assumptions)	$	256,000
Estimated number of remaining units		144
Prorated Credit per each remaining unit (up to max TUMF fee per unit)	$	1,777.78
Estimated Credit to be applied to remaining units		**$256,000**

All American Asphalt
Attn: Michelle Anderson
Tel: 951.736.7600

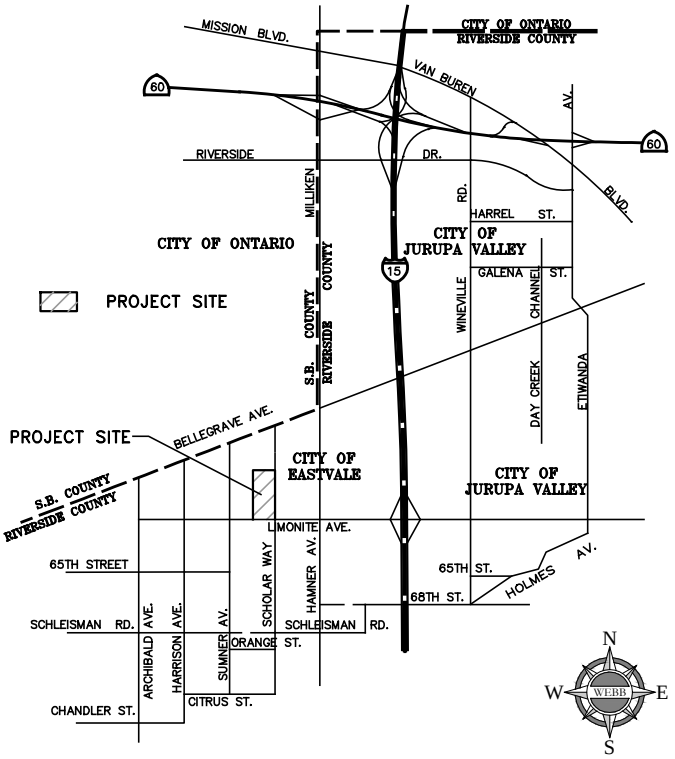
ITEM NO.	SCHLEISMAN ROAD STREET IMPROVEMENTS	UNIT MEAS	QUAN	PRICE	AMOUNT
1.	Mobilization (Maximum 2% of Bid Amount)	LS	1	5,000.00	5,000.00
2.	Clear and Grub, including broken AC behind the existing temporary construction fence.	LS	1	6,700.72	6,700.72
3.	Furnish and Install 0.48' AC/1.00' AB	SF	40,005	2.98	119,214.90
4.	Furnish and Install 0.10' AC Cap	SF	40,005	0.61	24,403.05
5.	Furnish and Install Type "A-8" Curb and Gutter per County of Riverside Std. 201	LF	400	21.34	8,536.00
6.	Furnish and Install Meandering Sidewalk per County of Riverside Std. No. 404	SF	3,900	2.82	10,998.00
	Furnish and Install 8" PCC Class A Bus Turnout per Riverside County Std. 814	SF	1,712	10.32	17,667.84
7.	Furnish and Install 4" Thick PCC Access Ramp per County of Riverside Std. 403	EA	1	1,800.00	1,800.00
8.	Sawcut AC pavement	LF	3,003	2.00	6,006.00
[illegible]	Grind and Overlay Existing AC Pavement (See Detail on Sheet 2)	SF	2,962	5.44	16,113.28
[illegible]	Remove and Replace Temporary Fence	LF	790	7.00	5,530.00
11.	Remove and Haul-off Existing AC Pavement	SF	2,256	1.83	4,128.48
12.	Remove and Haul-off Existing Storm Drain Culvert	SF	4,454	0.90	4,008.60
13.	Construct Street Name Sign per County of Riverside Std. 816	EA	1	500.00	500.00
14.	Remove Existing Traffic Pullbox	EA	5	250.00	1,250.00
15.	Relocate Existing Traffic Sign	EA	1	150.00	150.00
16.	Furnish and Install 4" Thick Temporary AC	SF	350	16.03	5,610.50
17.	Furnish and Install 8" AC Dike per County of Riverside Std. 212	LF	65	25.00	1,625.00
18.	Roadway Excavation	CY	1,000	7.71	7,710.00
19.	Import Backfill	CY	1,000	15.40	15,400.00
20.	Dirt Balance, Subgrade Preparation, Fine Grade for AC	SF	40,005	0.17	6,800.85
21.	Dirt Balance, Subgrade Preparation, Fine Grade for Sidewalk and Curb Ramps	SF	4,750	0.92	4,370.00
22.	Dirt Balance, Subgrade Preparation, Fine Grade for Curb and Gutter	LF	400	8.10	3,240.00
23.	Dirt Balance, Subgrade Preparation, Fine Grade for Parkway	SF	6,709	0.65	4,360.85
24.	Furnish and Install Bio Swale Rip Rap	SF	300	13.97	4,191.00
25.	Wash Street	SF	40,005	0.02	800.10
26.	Furnish and Install Paving Tack Coat	SF	40,005	0.04	1,600.20
27.	Raise Sewer MH - Final Raise	EA	1	575.00	575.00
28.	Raise Storm Drain MH - Final Raise	EA	6	575.00	3,450.00
29.	Raise Valve Can - Final Raise	EA	1	150.00	150.00
30.	Furnish and Install Traffic Control including engineered traffic control plans as required by the Agency	LS	1	11,500.00	11,500.00
31.	Furnish and Install Erosion Control and SWPPP	LS	1	1,500.00	1,500.00
	SUB TOTAL.....				$ 304,890.37

EXHIBIT G-2

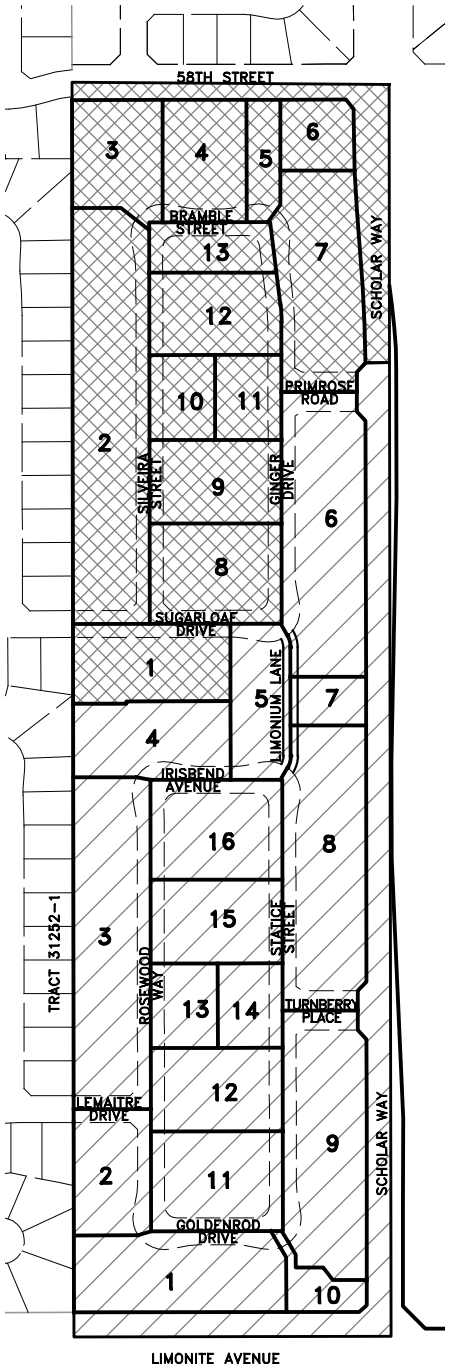
20323.00004\7854270.2

EXHIBIT "A"

TRACT 32821-1 & 32821



VICINITY MAP
N.T.S.
T.2S., R.7W., SECTION 24



LEGEND:

TRACT 32821-1

TRACT 32821

ALBERT A. WEBB ASSOCIATES

TRACT 32821-1 & 32821

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THIS PLAT IS SOLELY AN AID IN LOCATING THE PARCEL(S) IN THE ATTACHED DOCUMENT. ALL PRIMARY CALLS ARE LOCATED IN THE WRITTEN DOCUMENT.

SHEET 1 OF 1

W.O. 15-0272

SCALE: 1"=400'

DRWN BY _____ DATE _____
CHKD BY _____ DATE _____

SUBJECT: KB HOME – THE LODGE

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.13

DATE: **JANUARY 11, 2017**

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **JOHN CAVANAUGH, CITY ATTORNEY**

SUBJECT: **AMENDED AND RESTATED RULES OF DECORUM AND PROCEDURES FOR THE CONDUCT OF CITY COUNCIL MEETINGS**

RECOMMENDATION:
THAT THE CITY COUNCIL ADOPT THE ATTACHED AMENDED AND RESTATED RULES OF DECORUM AND PROCEDURES

BACKGROUND

On October 1, 2010, the City Council adopted Resolution 10-02 Establishing the Rules of Decorum and Procedures for Conduct of City Council Meetings. At the City Council meeting of July 10, 2013, the City Council requested that the Rules of Decorum be modified.

DISCUSSION

The City Council Rules of Decorum and Procedures are a fluid document which can be amended from time to time in order to meet the needs of changed circumstances and interactions among City Councilmembers, City Staff and members of the public.

At the City Council meeting of July 10, 2013, the City Council requested that staff provide revisions to the Rules of Decorum to add language on rules for appointments and placing items on the agenda.

On July 24, 2013, the following language was added to the Rules of Decorum. Under Other Agenda Items the following language was added. Item B is a new section to the Rules of Decorum.

> B. Other Agenda Items: The City Manager, in coordination with the City Attorney shall be responsible for scheduling all other agenda items through an agenda review meeting which shall be held any time before the City Council Meeting. Outside the normal Council meeting agenda schedule, two Councilmembers can advise the City Manager that they are both interested in a topic being placed on a Council meeting agenda. Councilmembers will provide information regarding the topic to the City Manager for placement on the agenda.

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In addition, a new provision was added in connection with Terms of Appointments of Council Members to Boards and Committees.

10. Term of Appointments of Council Members to Boards and Committees:

1. Appointments are made at the first City Council meeting in December to be effective at the next calendar year.
2. For appointments to regional agencies where specific rules or requirements exist with respect to appointments, those rules will be followed.
3. The Mayor will provide a recommendation of proposed appointments to the City Manager for placement on an agenda prior to the first City Council meeting in December.
4. At the first City Council meeting in December, the Mayor will ask the Council regarding their preferences to serve on any Boards and Committees.
5. The Mayor with the support of one additional City Councilmember may thereafter consider changing any Board and Commission appointments during the year in compliance with item (B) above.

The proposed Amended and Restated Rules of Decorum and Procedures revise the Order/Title of Business for City Council Agendas. The new items contained in the Council agenda include the Student Liaison Report, City Council Business and City Council Communications/Committee Reports. These revisions are identified under Section 8 of the proposed amendment.

Secondly, the proposed Amended and Restated Rules of Decorum and Procedures contain a provision which does not allow members of the public, addressing the City Council to request City resources or use their own resources to exhibit any power point presentations during public comment or at public hearings. There have been a number of incidents wherein members of the public request the City Clerk to place a PowerPoint presentation into the City computer system for review by the City Council and City Staff and members of the public. These PowerPoint presentations result in public comment (1) lasting much longer than the requisite 2 minute public comment period, and (2) provides information that is difficult to determine its accuracy by the City Staff or City Council at the time of the presentation.

IMPLEMENTATION

The proposed Amended and Restated Rules of Decorum and Procedures will be implemented immediately by the City Council.

FISCAL IMPACT

Not Applicable.

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.13

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENTS

1. Amended and Restated Rules of Decorum and Procedures.

Prepared by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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CITY OF EASTVALE City Council Policy	Policy No.: XX
Subject **Amended and Restated Rules of Decorum and Procedures for the Conduct of City Council Meetings**	Effective Date: October 1, 2010, Amended: July 24, 2013, Amended January 11, 2017 Page 1 of 11

Purpose.

The purpose of this Policy is to establish rules of decorum and procedure for City officials, Staff, and members of the public at all meetings of the City Council to ensure that the business of the City is attended to thoroughly and efficiently with opportunities for orderly public participation.

Rules of Decorum and Procedure.

1. Rules for City Councilmembers.

A. Decorum: Members of the City Council shall conduct themselves in an orderly, professional and businesslike manner to ensure that the business of the City shall be attended to efficiently and thoroughly and to ensure that the integrity of the deliberative process of the City Council is maintained at all times. Members of the City Council shall maintain a polite, respectful and courteous manner when addressing one another, the City Staff, and members of the public during City Council meetings.

B. Role of the Presiding Officer: The Presiding Officer of the City Council, who shall be the Mayor, or in the Mayor's absence the Mayor Pro Tem, or in both of their absence any other member designated by the City Council, shall be responsible for maintaining the order and decorum of meetings. It shall be the duty of the Presiding Officer to ensure that the rules of decorum and procedure contained herein are observed. The Presiding Officer shall maintain control of communication between Councilmembers and between the City Council and members of the public. The Presiding Officer may make and second motions when no other Council member does so.

The Presiding Officer shall serve as the parliamentarian and decide all questions of order under these rules, with the assistance of the City Attorney. Any such decision shall be final unless overriding by a majority vote of the Councilmembers present and shall be binding and legally effective for purposes of the matter under consideration

C. Communications between City Councilmembers at Meetings:

(1) Councilmembers wishing to speak should request the floor by being recognized by the Presiding Officer before speaking. The Presiding Officer must recognize any Councilmember who seeks the floor when appropriately entitled to address the City Council.

(2) No Councilmember shall speak again until all Councilmembers have had the opportunity to speak.

(3) Councilmembers shall remember that the purpose of the City Council

meeting is to conduct the business of the City. Councilmembers shall avoid repetition and shall limit their comments to the subject matter at hand. Councilmembers should endeavor to express their views without engaging in unnecessarily lengthy debates.

(4) When one Councilmember is speaking, other Councilmembers shall not interrupt, disrupt or disturb the speaker. During questions and deliberations, the Presiding Officer may vary the speaking sequence of Councilmembers from item to item.

(5) Communications between Councilmembers outside meetings is governed by the Ralph M. Brown Act ("Brown Act").

D. Communication with Members of the Public Addressing the Council:

(1) On specific agenda items, Councilmembers may question any person addressing the City Council at the conclusion of that person's testimony or all public testimony on that agenda item. A Councilmember wishing to ask questions of a member of the public should first be recognized by the Presiding officers.

(2) Councilmembers shall not engage the person addressing the City Council in a dialogue, but shall confine communication to a brief question and answer format conducted through the Presiding Officer.

(3) All Councilmember requests to speak shall be made to the Presiding Officer.

(4) If a member of the public addresses the City Council on a matter that is not on the agenda (e.g., during public comment), the Brown Act does not allow Councilmembers to engage in discussions nor deliberation of the matter. A Councilmember may do the following: refer the matter to staff (or another source); ask for additional information or request a report back; or give a very limited factual response. If a Councilmember so wishes, the Councilmember may, during the Councilmember Comments portion of the meeting, request that the matter be placed on the next agenda or respond briefly to the item.

(5) The City Council may not prohibit public criticism of the policies, procedures, programs, or services of the City or its acts or omissions. A speaker may not be stopped from speaking because either the Presiding Officer or members of the City Council disagree with the viewpoint being expressed.

2. Rules for City Staff.

A. Decorum: City Staff shall not engage in dialogue with members of the public during City Council meetings and shall limit conversations between themselves as much as

possible. City Staff shall direct all comments and presentations to the City Council and/or Presiding Officer. When addressed by a City Councilmember, Staff shall respond in a polite, professional, and courteous manner. All requests to speak by members of the City Staff shall be made to the Presiding Officer.

B. Role of the City Manager: The City Manager's duties during City Council meetings include keeping a record of concerns raised by the City Council regarding direction for future Staff action and facilitating the orderly presentation of Staff reports.

C. Role of the City Clerk: The City Clerk or her/his deputy shall keep minutes of the open meeting; shall call and record roll call votes; and shall read ordinance titles and agenda items as requested by the Mayor.

D. Role of the City Attorney: The City Attorney's duties during City Council meetings include assisting the Presiding Officer with parliamentarian procedures, including these Rules of Decorum and facilitating legal issues associated with Agenda items.

3. Rules for Members of the Public.

A. WIthin the City Council Chambers:

(1) Members of the audience shall not engage in disorderly or boisterous conduct, including the utterance of obscene, lewd, loud, threatening, repeatedly irrelevant or repetitious, or abusive language; clapping, whistling, yelling, stamping of feet, or other acts which disturb, disrupt, impede or otherwise render the orderly conduct of the City Council meeting infeasible. A member of the audience engaging in any such conduct may, after warning by the Presiding Officer, at the discretion of the Presiding Officer or a majority of the City Council, be subject to ejection from that meeting.

(2) No person shall stand or sit in the aisles. No person shall block any doorways or other exits.

(3) Placards, signs, and posters may be brought into the City Council Chambers unless such objects disturb, disrupt, impede or otherwise render the orderly conduct of the City Council meeting infeasible, or block the view of any other person in attendance, in which case such placard, sign, or poster shall, at the discretion of the Presiding Officer or a majority of the City Council, be moved to a different location or removed from the City Council Chambers.

(4) Packages, bundles, suitcases or other large or potentially dangerous objects shall not, without the prior authorization of the Presiding Officer, be brought into the City

Council Chambers and are subject to search to determine that they do not pose a threat or as otherwise requested by the Sergeant at Arms.

(5) Except as otherwise allowed by the City Council, no animals except for service animals shall be brought into the City Council Chambers.

(6) Photographs, audiotapes and videotapes may be taken from the rear of the Chambers or from any seat within the City Council Chambers, so long as such activity does not disrupt and disturb the audience, public speakers and Councilmembers and interfere with the orderly conduct of the meeting. When a filming area has been designated by the Council, filming shall occur in that area only.

(8) Within the City Council Chambers, all cell phone and pager ringers shall be turned off; no talking on cell phones is allowed; and all electronic equipment shall be operated in a manner which does not emit sound or disturb other members of public or disrupt the orderly conduct of the meeting.

(9) The Sergeant-at-Arms is authorized to enforce these rules.

B. Noise adjacent the City Council Chambers: Noise emanating from adjacent or outside the City Council Chambers which is audible within the City Council Chambers shall not be permitted. The sergeant-at-arms is authorized to enforce this rule by requesting those in the lobby to remain silent or to leave the area.

C. Persons Addressing the City Council:

(1) Members of the public may address the City Council during the Public Comment Period(s) or prior to the consideration of any agenda item. Any person wishing to speak, whether during the Public Comment Period or on an agenda item, is requested to complete a “Speaker Request Form” and submit the form to the City Clerk prior to the calling to order of the meeting or as soon as possible thereafter. A person who speaks on an item during Public Comment may not make the same comment again at the time the agenda item is heard. All those speaking shall do so from the podium.

(2) No person shall address the City Council without first being recognized by the Presiding Officer. The person shall respond when his/her name is called from the speaker slip; shall go to the podium, or shall raise his/her hand to indicate that he/she wishes to go to the podium to speak. Impromptu personal points of order, comments, objections or questions shall not be recognized, and if they persist, after the Presiding Officer has warned of the offense, a member of the public engaging in such conduct shall, at the discretion of the Presiding Officer or a majority of the City Council, be subject to ejection from the meeting.

(3) The purpose of addressing the City Council is to formally communicate to

the Council on matters relating to City business or citizen concerns. Persons addressing the City Council on an agenda item shall confine the subject matter of their remarks to the particular matter before the Council.

(4) Each person addressing the City Council shall do so in an orderly manner and shall not engage in any conduct that disrupts, disturbs, or otherwise impedes the orderly conduct of the City Council meeting. Any person who so disrupts the meeting may, after warning by the Presiding officer, and at the discretion of the Presiding Officer or a majority of the City Council, be subject to ejection from that meeting.

(5) Persons addressing the City Council shall address the Council as a whole and shall not engage in a dialogue with individual Councilmembers, City Staff, or with other members of the audience.

(6) Members of the public have the right to address the City Council at any regular meeting on any subject that is within the City Council's subject matter jurisdiction. The Presiding Officer may prohibit a member of the public from speaking on a matter not within the City Council's subject matter jurisdiction.

(7) Members of the public addressing the City Council shall have two (2) minutes to speak. All Public Comments portion of the agenda shall not exceed thirty (30) minutes total. The City Council may, by majority vote, alter these time limits. Members of the public should refrain from unduly repetitious comments. This rule shall not apply to the proponents of applications at public hearings.

(8) Members of the public addressing the City Council are prohibited from requesting City resources, or using their own resources to exhibit any power point presentations during public comment or at public hearings.

(~~8~~9) Members of the public addressing the City Council have the right to request a spokesperson be chosen for a group and/or limit the number of such persons addressing the Council whenever a group of persons wishes to address the Council on the same subject matter. No member of the public made cede his time to speak to another. However, when a speaker represents a large group, he/she should so indicate and request additional time to speak from the Presiding Officer.

(~~9~~10) Any public requests for Staff comment shall be made to the Presiding Officer, who may then direct such inquiries to the City Manager or City Attorney as appropriate.

(~~10~~11) No person except City officials shall be permitted within the platform area in front of the Council dais without the prior consent of the Presiding Officer or City Manager.

(~~11~~12) When a question is addressed to a specific Council member by a

member of the public, that question must go through the Presiding Officer. The Presiding Officer may respond or may pause to allow another Council member to ask to be recognized. If no other Council member does so, the Presiding Officer shall move on to the next item.

4. Enforcement of Rules.

A. Sergeant-at-Arms: The head of the City's police agency or his/her designee shall be ex-officio sergeant-at-arms of the City Council. The sergeant-at-arms shall carry out all orders and instructions given by the Presiding Officer for the purpose of maintaining order and decorum in the City Council Chambers. The sergeant-of-arms shall enforce the rules of decorum or eject any person(s) from the City Council Chambers or place the person(s) under arrest or both, upon the direction of the Presiding Officer, or upon his or her own discretion, as applicable.

B. Violations: Upon a violation of the rules of decorum established herein, the procedure to enforce the rules is as follows:

(1) Warning: The Presiding Officer shall first request that a person who is violating the rules cease such conduct. If, after receiving a request from the Presiding Officer, the person persists in violating these rules, the Presiding Officer shall order a recess. The sergeant-at-arms is authorized to warn the person that their conduct is violating the rules and that they are requested to cease such conduct. If upon resumption of the meeting the violation persists, the Presiding Officer shall order another recess, whereupon the sergeant-at-arms shall have the authority to order the person ejected from the meeting and/or cited in violation of Penal Code Section 403.

(2) Motion to Enforce: Any Councilmember may call a point of order should the City Council fail to abide by the provisions of this Policy, whereupon the City Council shall immediately act upon the point of order by roll call vote. If the Presiding Officer of the City Council fails to enforce the rules of decorum set forth herein, any member of the City Council may move to require the Presiding Officer to do so, and an affirmative vote of a majority of the City Council shall require the Presiding Officer to do so. If the Presiding Officer fails to carry out the will of the majority of the City Council, the majority may designate another member of the City Council to act as Presiding Officer for remainder of the meeting, for the limited purpose of enforcing the rules of decorum established herein.

(3) Clearing the Room: Pursuant to Government Code Section 54957.9, in the event that any meeting is willfully interrupted by a group or groups of persons so as to render the orderly conduct of such meeting unfeasible and order cannot be restored by the removal of the individuals who are willfully interrupting the meeting, by a majority vote of the

Councilmembers the meeting room may be ordered cleared and the meeting shall continue in session. Only matters appearing on the agenda may be considered in such a session. Representatives of the press or other news media, except those participating in the disturbance, shall be allowed to attend any session held pursuant to Section 54957.9.

(4) Violation of the California Penal Code: A person or persons who willfully and intentionally impair or impede the conduct of a City Council meeting by violating these rules of decorum may be prosecuted under Penal Code Section 403 for disturbing a public meeting. Every person who violates Penal Code Section 403 is guilty of a misdemeanor.

5. Voting.

Any Councilmember may bring a motion to vote on an agenda matter properly seconded, either for purposes of voting on the particular matter or for discussion. The Presiding Officer shall state the maker of the motion and the maker of the second for the record. If it appears that there is consensus of opinion among the Councilmembers on the matter to be voted upon, the Presiding Officer may state the consensus of the City Council and ask if there is any objection. If there is no objection, the consensus as so stated shall become the order of the City Council. Otherwise, all votes of the City Council shall be by voice vote. After every vote, the Presiding Officer shall declare the result, and on all but consensus votes, shall note for the record the number of votes for or against the question. A member may change his vote only before the next order of business.

A. Roll Call Voting: Every non-urgency ordinance and any resolution or order for franchises or payments of money shall require three (3) affirmative votes. An urgency ordinance and certain resolutions shall require four (4) affirmative votes (i.e. adding matters to the agenda, Resolution of Necessity). A roll call vote shall be used in these cases with the Mayor called last. Other questions before the Council shall not require a roll call vote unless one is requested by a Councilmember.

B. Effect of Silence: Unless a Councilmember audibly votes in the negative, disqualifies himself or herself or expressly declines to vote, his or her silence shall be recorded as an affirmative vote on the matter before the Council.

C. Reconsideration: Any Councilmember who voted with the majority may move for a reconsideration of any action at the same or next meeting.

D. Tie Votes: Tie votes shall be lost motions. The matter under consideration resulting in a tie vote shall be continued on the agenda of the next regular meeting unless the Council specifically provides otherwise.

E. Quorum: Unless otherwise provided in state law or the Municipal Code or ordinances, a majority of the City Council present at a meeting shall be sufficient to do business, i.e. if 3 Councilmembers are present, a 2-1 may be sufficient for certain matters that are not ordinances, resolutions, franchise or orders for payment of money.

F. Legally Required Participation: If a majority of the Council were to be disqualified to vote on a matter by reason of potential conflicts of interest, the Council may utilize the "rule of necessity" to select by lot or other random selection that number of its disqualified members which, when added to the members eligible to vote, shall constitute a quorum. Those chosen may vote on the matter but may not discuss it.

6. Robert's Rules of Order.

Because *Robert's Rules of Order* does not directly apply to City Council meetings, *Robert's Rules of Order* cannot be strictly followed and, as such, is not formally adopted by the City Council.

7. Form and Precedence of Related Motions.

Once a main motion is properly brought before the City Council and seconded, related motions may be employed in addressing the main motion. These motions take precedence over the main motion and, if properly made and seconded, must be resolved before the main motion can be acted upon. If a main motion is pending, no other motion other may be made, and any such motion may be declared out of-order by the Presiding Officer.

8. City Council Agendas.

A. Order of Business: Generally, the order of business at regularly scheduled meetings of the City Council shall be as follows, unless otherwise re-ordered by the Presiding Officer with the consensus of the City Council:

(1) Call to Order
(2) Roll Call ~~of City Councilmembers~~/Invocation/Pledge of Allegiance
~~(3) Pledge of Allegiance~~
(3~~4~~) Presentations and Announcements
(4) Student Liaison Report
(5) Public Comment~~s~~
~~(6) Approval of Minutes~~
(6~~7~~) Consent Calendar
(7~~8~~) Public Hearings ~~Items~~
(~~9~~8) City Council ~~New~~ Business

~~(10) Old Business~~
(~~11~~9) City~~Council Communications~~
~~(12) City~~ Manager ~~Reports~~/City Staff Report
(10) City Council Communications/Committee Reports
(13) Adjournment

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B. Consent Calendar: Items of a routine or generally uncontested nature may be approved by the City Council in a single motion by adoption of the Consent Calendar. The approval of the Consent Calendar shall signify the approval of each matter or recommendation included therein. Upon request of any Councilmember an item may be removed from the Consent Calendar for separate discussion and/or action. Each item proposed for consideration as part of the Consent Calendar, including any recommended action, shall be described on the notice and agenda posted for the meeting.

C. Councilmember Communications: In addition to receiving comment from the public under the Public Comment portion of the Agenda, Councilmembers have the opportunity to provide general comments, announcements, and/or suggestions during Councilmember Communications. These matters shall be handled by the Presiding Officer according to the same procedures set forth for Public Comment. No action may be taken on such matters without being placed on a subsequent agenda.

D. Closed Sessions: The City Council may hold closed sessions during a regular or special meeting, or at any time otherwise authorized by law, to consider or hear any matter which is authorized to be heard or considered in closed session by State law. If a closed session is included on the agenda, the description of the item need only identify the statutory basis for the closed session, and need not include the specific topic which is the subject of the closed session, unless otherwise required by law. During closed session, the City Council may exclude any person or persons which it is authorized by State law to exclude from a closed session. No minutes of the proceedings of the City Council during closed session are required. There shall be no closed session during any special emergency meeting.

E. Council Agenda Packets: City Staff should assemble and distribute to each Councilmember the agenda packet, including all agenda item materials and supporting documentation, by 5:00 p.m., the Friday before the City Council meeting. Any supplemental agenda item materials, exhibits, and/or other documents related to an agenda item, proposed to be distributed after the time Councilmember agenda packets are sent, shall be distributed to each Councilmember no later than twenty-four (24) hours prior to the Council meeting, provided however the City Manager may distribute supplemental materials after the twenty-four (24) hour period upon a determination of necessity.

9. Placement of Items on City Council Meeting Agenda.

A. Agenda Items: Any Councilmember, including the Presiding Officer, may bring a matter of business properly before the City Council during Councilmember comments and reports, to add an item to a future agenda. At that time, the Presiding Officer shall coordinate with the City Manager or City Attorney as to the requisite time needed for City Staff to fully research the matter(s) requested and a reasonable time in which to present the matter(s) for City Council consideration at the next available agenda. All individual Councilmember agenda items requested shall be placed on the future agenda under New Business.

B. Other Agenda Items: The City Manager, in coordination with the City Attorney shall be responsible for scheduling all other agenda items through an agenda review meeting which shall be held any time before the City Council Meeting. Outside the normal Council meeting agenda schedule, two Councilmembers can advise the City Manager that they are both interested in a topic being placed on a Council meeting agenda. Councilmembers will provide information regarding the topic to the City Manager for placement on the agenda.

10. Term of Appointments of Councilmembers to Boards and Committees:

i. Appointments are made at the first City Council meeting in December to be effective at the next calendar year.
ii. For appointments to regional agencies where specific rules or requirements exist with respect to appointments, those rules will be followed.
iii. The Mayor will provide a recommendation of proposed appointments to the City Manager for placement on an agenda prior to the first City Council meeting in December.
iv. At the first City Council meeting in December, the Mayor will ask the Council regarding their preferences to serve on any Boards and Committees.
v. The Mayor with the support of one additional City Councilmember may thereafter consider changing any Board and Commission appointments during the year in compliance with item (2) above.

11. Public Hearings Required by Law.

Except as provided otherwise by law, public hearings shall generally be conducted as follows:

A. At the beginning of each public hearing item, the Presiding Officer shall announce the item for the public hearing, request that Staff present the Staff report and any other relevant evidence, and open the public hearing. The presentation of the Staff report prior to the formal opening of the public hearing shall not prevent its consideration as evidence. Any such evidence shall be made a part of the record of the public hearing.

B. Following the Staff report and opening of the public hearing, the Presiding Officer shall thereupon call upon the proponent (if other than staff) to present his/her its presentation. Thereafter, the Presiding Officer shall inquire as to whether there are any persons present who desire to address the City Council on the matter. Any person desiring to speak or present evidence shall then make their presence known to the Presiding Officer and, upon being recognized by the Presiding Officer, may speak or present evidence relevant to the subject matter being heard. No person may speak without first being recognized by the Presiding Officer. It is customary for the Presiding Officer to recognize those speakers in support of the subject matter being heard followed by those speakers in opposition.

C. The applicants, appellant, and/or their representatives shall speak first and shall have a sufficient time to do so, any portion of which may be reserved and used for rebuttal.

D. Each member of the public wishing to address the City Council, other than the applicant/appellant, shall then be allowed to address the City Council and shall have two (2) minutes to speak. Prior to declaring the public hearing open, however, when necessary because of the number of possible speakers, the Presiding Officer may establish a time limit for the entire public hearing, or establish time limits for the presentation of each individual speaker. All persons interested in the matter being heard by the City Council shall be entitled to submit written evidence or remarks~~, as well as other graphic evidence~~. All such evidence presented shall be retained by the City Clerk as part of the Clerk's record.

E. Councilmembers who wish to ask questions of the speakers, staff or each other, during the public hearing portion, may do so only after being recognized by the Presiding Officer in the manner set out in these Rules.

F. Councilmembers should be mindful that the purpose of the public hearing is to obtain testimony, and not to debate the merits of the item under consideration. Councilmembers should avoid debate and expressions of personal opinion until after the close of the public hearing.

G. Following the conclusion of such questions, the Presiding Officer shall allow the

applicant/appellant the opportunity for rebuttal.

H Following the rebuttal, the Presiding Officer shall close the public hearing and then allow each Councilmember to state his/her opinion on the item before asking for a motion to decide the matter.

I. Upon closing of the public hearing by the Presiding Officer, no additional public testimony shall be solicited or received by the City Council without reopening the public hearing through the Presiding Officer with consensus of the City Council.

J. The Presiding Officer at all times shall conduct the public hearing in such a manner as to afford due process to all affected persons

12. Suspension of the Rules.

Any provision of these Rules not already governed by City ordinance or State law may be suspended by majority vote of the City Council.

13. Interpretation and Applicability.

The rules of decorum and procedure set forth herein shall be liberally construed to effectuate their purpose and no ordinance, resolution, proceeding or other action of the City Council shall be invalidated, nor the legality thereof otherwise affected, by the failure or omission of the City Council to technically comply with, observe, or otherwise follow such rules. The rules of decorum and procedure set forth herein shall apply to any other City boards and commissions subject to the Brown Act and shall apply to the City Council Chambers or any other location where a meeting subject to these rules takes place. In the event of any inconsistency between these rules and state law or regulation, state law or regulation shall apply.

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 7.14

DATE: **JANUARY 11, 2017**

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **STEVEN AGUILAR, ASSISTANT CITY CLERK**

SUBJECT: **ADOPTING BY REFERENCE THE 2016 CALIFORNIA FIRE CODE BY AMENDING IN FULL TITLE 110, CHAPTER 110.20 (FIRE CODE) OF THE EASTVALE MUNICIPAL CODE – SECOND READING**

RECOMMENDATION: ADOPT AND READ BY TITLE ONLY ORDINANCE NO. 2016-12 FOR SECOND READING, AMENDING IN FULL TITLE 110, CHAPTER 110.20, OF THE EASTVALE MUNICIPAL CODE ADOPTING THE 2016 CALIFORNIA FIRE CODE.

BACKGROUND

The City of Eastvale is a general law city formed under the laws of the State of California. With respect to adoption of ordinances and resolutions, the City adheres to the requirements set forth in the Government Code. With the exception of urgency ordinances, Government Code Section 36934 requires two readings of standard ordinances more than five days apart. Ordinances must be read in full at the time of introduction or passage unless a motion waiving the reading is adopted by a majority of the City Council present.

Ordinance No. 2016-12 was first introduced at the regularly scheduled meeting of December 14, 2016.

DISCUSSION

Not Applicable.

FISCAL IMPACT

Not Applicable.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENT

Ordinance No. 2016-12

Prepared by: Steven Aguilar, Assistant City Clerk
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

Back to Agenda

Attachment

ORDINANCE NO. 2016-12

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ADOPTING BY REFERENCE THE 2016 CALIFORNIA FIRE CODE WITH APPENDICES AND AMENDMENTS THERETO AND AMENDING IN FULL TITLE 110, CHAPTER 110.20 OF THE EASTVALE MUNICIPAL CODE

THE CITY COUNCIL OF THE CITY OF EASTVALE DOES ORDAIN AS FOLLOWS:

Section 1. The City Council declares as follows:

WHEREAS, at the regular meeting on December 14, 2016, the Eastvale City Council conducted a public hearing and received and considered oral and written testimony concerning the proposed code change; and

WHEREAS, the California Health and Safety Code requires cities and counties to adopt building standards that are consistent with those contained in the California Code of Regulations Title 24 ; and

WHEREAS. modifications and/or amendments to Chapter 110.20 of the Eastvale Municipal Code requires findings stating that they are found reasonably necessary because of climatic, geological or topographical conditions in the City of Eastvale; and

WHEREAS, State law allows local governments to amend California Model Codes, providing the amendments are more restrictive and are necessary in order to provide the highest level of life-safety standards and requires that local governments enforce these code editions.

Section 2. The City Council of the City of Eastvale finds as follows:

A. California Health and Safety Code, Section 17958.5 and 18941.5 authorize cities and counties to modify the California Building Standards Code by adopting more restrictive standards and modifications if such standards and modifications are accompanied by express findings that they are reasonably necessary because of local climatic, geological or topographical conditions.

B. The City Council of the City of Eastvale finds that these local climatic. Geological or topographical conditions include, but are not limited to, the following:

I. Climatic Conditions:

A. The City of Eastvale located in Riverside County is located in Southern California and covers a vast and varied geographic area. The base climate in western Riverside County consists of semi- arid Mediterranean weather patterns. Eastern Riverside County is a desert area with Mohave Desert temperatures and weather patterns. Those two primary areas are divided by the San Bernardino Mountain Range. Both areas outside of the mountain terrain annually experience extended periods of high temperatures with little or no precipitation. Hot, dry winds,

which may reach speeds of 70 M.P.H. or greater, are common to the area. Examples are: Santa Ana/Foehn winds, afternoon surface-heating generated winds, and prevailing desert winds.

These climatic conditions cause extreme drying of vegetation and common building materials. Frequent periods of drought and low humidity add to the fire danger. This predisposes the area to large destructive fires (conflagration) which necessitates rapid identification, locating and extinguishment of all fires in the smallest stage possible. In addition to directly damaging or destroying buildings, these fires are also prone to disrupt utility services throughout the County. Obstacles generated by a strong wind, such as fallen trees, street lights and utility poles, will greatly impact the response time to reach an incident scene. During these winds, the inability to use aerial type firefighting apparatus would further decrease our ability to stop fires in large buildings and place rescue personnel at increased risk of injury.

B. Although Riverside County and the City of Eastvale occasionally experiences periods of significant drought, the County can also experience periods of substantial rainfall. Annual rainfall can vary from three (3) inches in Blythe to over thirty three (33) inches in Pine Cove. When Riverside County does experience heavy rain, or rain over a period of days or weeks, many areas of the County are subject to flooding. Runoff from rain drains either naturally into rivers, washes, and creeks or into flood control facilities. Flash flooding is also a common problem, especially in the Coachella Valley and the easterly portions of the county. Flash flooding is typically associated with short duration, high intensity precipitation events often associated with summer thunderstorms. Such events can occur even during a drought.

C. Water demand in densely populated Southern California far exceeds the quantity supplied by natural precipitation; and although the population continues to grow, the already-taxed water supply does not. California is projected to increase in population by nearly 10 million over the next quarter of a century with 50 percent of that growth centered in Southern California. Due to storage capacities and consumption, and a limited amount of rainfall future water allocation is not fully dependable. This necessitates the need for additional and on-site fire protection features. It would also leave tall buildings vulnerable to uncontrolled fires due to a lack of available water and an inability to pump sufficient quantities of available water to floors in a fire.

D. These dry climatic conditions and winds contribute to the rapid spread of even small fires originating in high-density housing or vegetation. These fires spread very quickly and create a need for increased levels of fire protection. The added protection of fire sprinkler systems and other fire protection features such as identification and notification will supplement normal fire department response by providing immediate protection for the building occupants and by containing and controlling the fire spread to the area of origin. Fire sprinkler systems will also reduce the use of water for firefighting by as much as 50 to 75 percent.

II. Topographical conditions

A. Natural: The topographical conditions of Riverside County varies from three hundred (300) feet below sea-level, flat desert communities, to mountains over ten thousand (10,000) feet in Alpine-like areas of the San Bernardino Mountain Range. In between these

areas, developable slopes of 25 percent and greater generally occur throughout the foothills. Riverside County extends from Orange County to the State of Arizona and is mixed with congested urban areas, rural lands and wild lands. A large number of sensitive habitats for various animal species and vegetation consist within large open space areas between major urban centers that impact building and structure location, which impedes emergency access and response. This variety in regions contributes to an increased emergency response time, which necessitates cooperation between local agencies.

B. Traffic and circulation congestion is an artificially created, obstructive topographical condition, which is common throughout Riverside County.

C. These topographical conditions combine to create a situation, which places fire department response time to fire occurrences at risk, and makes it necessary to provide automatic on-site fire-extinguishing systems and other protection measures to protect occupants and property.

III. Geological Conditions

Located within Riverside County are several known active and potentially active earthquake faults, including the San Andreas, San Jacinto, and Elsinore Fault. In the event of an earthquake, the location of the epicenter as well as the time of day and season of the year would have a profound effect on the number of deaths and casualties, as well as property damage.

The major form of direct damage from most earthquakes is damage to construction. Bridges are particularly vulnerable to collapse, and dam failure may generate major downstream flooding. Buildings vary in susceptibility, dependent upon construction and the types of soils on which they are built. Earthquakes destroy power and telephone lines; gas, sewer, or water mains; which, in tum, may set off fires and/or hinder firefighting or rescue efforts. The hazard of earthquakes varies from place to place, dependent upon the regional and local geology. Ground shaking may occur in areas 65 miles or more from the epicenter (the point on the ground surface above the focus). Ground shaking can change the mechanical properties of some fine grained, saturated soils, where upon they liquefy and act as a fluid (liquefaction).

A. Previous earthquakes in southern California have been accompanied by disruption of traffic flow and fires. A severe seismic event has the potential to negatively impact any rescue or fire suppression activities because it is likely to create obstacles similar to those indicated under the high wind section above. With the probability of strong aftershocks there exists a need to provide increased protection for anyone on upper floors of buildings.

B. Road circulation features located throughout the County also make amendments reasonably necessary. Located through the County are major roadways, highways and flood control channels that create barriers and slow response times. Hills, slopes, street and storm drain design accompanies with occasional heavy rainfall, causes roadway flooding and landslides and at times may make an emergency access route impassable. There are areas in Riverside County that naturally have extended emergency response times that exceed the 5 minute goal.

California Health and Safety Code Sections 17958.7 and 18941.5 require that the modification or change be expressly marked and identified as to which each finding refers. Therefore the City Council finds that the following table sets forth the 2016 California Fire Code sections that have been modified and the associated local climatic, geological and/or topographical conditions described above supporting the modification.

2016 CODE SECTION	TITLE/SUBJECT	FINDINGS I, II, III
101.4	Severability	Administrative
102.5	Application of the residential code	I, II & III
103.4 and 103.4.1	Liability	Administrative
104.1.1	Authority of the Fire Chief and Fire Department	Administrative
104.12	Authority of the Fire Chief to close hazardous fire areas	Administrative
108.1	Board of Appeals established	Administrative
109.4	Violation and Penalties	Administrative
113.2	Fees	Administrative
113.6	Cost Recovery	Administrative
202	Fire Chief	Administrative
503.2.1	Dimensions	Administrative
503.2.2	Authority	Administrative
503.6.1	Automatic opener	Administrative
503.7	Loading areas and passenger drop-offs	Administrative
507.5.7	Fire hydrant size and outlets	I & III
507.5.8	Fire hydrant street marker	I, II & III
508.1, 508.1.1, 508.1.3, 508.1.6, 508.1.8	Fire command center	I, II & III
509.2.1	Minimum clearances	I & III
606.10.1.2	Manual operation	II & III
903.2	Where required (automatic sprinkler systems)	I, II & III
903.3.5.3	Hydraulically calculated systems	I & II
3204.2.1	Minimum requirements for client leased or occupant	I, II & III
4904.3	High Fire Hazard Severity Zone Maps	Administrative
5601.2 and 5608.2	Explosives and Fireworks	Administrative
App Ch B, Table B105.2	Buildings other than one- or two-family dwellings	I, II & III
App Ch C, C103.1	Fire hydrant location	I, II & III

Section 3. TITLE 110, CHAPTER 110.20 of the Eastvale Municipal Code is amended in full to read as follows:

Sections:

110.20.010 - Findings and adoption by reference the California Fire Code.
110.20.020 - Amendments to the California Fire Code.

110.20.030 - Penalties.

Sec. 110.20.010. Findings and adoption by reference the California Fire Code.

Except as stated in this Section or as amended below in Section 5 of this Chapter, all of the provisions and appendices of the 2016 California Fire Code, inclusive of all of the inclusions and exclusions set for in each Chapter's matrix, are hereby adopted by reference and shall apply to the City of Eastvale. In addition, the following provisions that are excluded in the 2016 California Fire Code are hereby adopted - Chapter 1, Division II of the California Fire Code is hereby adopted, except that Section 103.2 and 108.3 are not adopted, and Chapters 3, 25, and Sections 403.12, 503, 510.2, and 1103.2 are adopted.

One certified copy of each of the 2016 California Fire Code are on file in the office of the City Clerk, and any and all references thereto, are adopted as the Fire Code and each and all of the regulations, provisions, penalties, conditions and terms thereof are referred to, adopted end made a part of this Chapter, as though fully set forth at length.

The City Council finds that the requirements set out here are reasonable and necessary modifications because of climatic, geological and topographical conditions within the City of Eastvale. The City of Eastvale in co-operation with the Riverside County Fire Department may establish more restrictive standards reasonably necessary to provide fire protection for life and property due to these conditions.

This Chapter shall be cited *as* the "Fire Code" of the City of Eastvale and any references to the "California Fire Code" or "Fire Code" shall be deemed to refer to and apply to this Chapter.

Sec. 110.20.020. - Amendments to the California Fire Code.

The codes, Chapters, standards and appendices are amended as specifically set forth in the following Chapters:

Chapter 1. Scope and administration

Section 101.4 of the California Fire Code is deleted in its entirety and replaced with the following:

101.4 Severability. If any provision, clause, sentence or paragraph of this ordinance or the application thereof to any person or circumstances shall be held invalid, such invalidity shall not affect the other provisions of this ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this ordinance are hereby declared to be severable.

Section 102.5 of the California Fire Code is amended as follows:

102.5 Application of residential code. Where structures are designed and constructed in accordance with the California Residential Code, the provisions of this code shall apply as follows:

1. Construction and design provisions of this code pertaining to the exterior of the structure shall apply including, but not limited to, premises identification, fire apparatus access and water supplies. Where interior or exterior systems or devices are installed, construction permits required by Section 105.7 of this code shall apply.
2. Administrative, operational and maintenance provisions of this code shall apply.
3. Automatic fire sprinkler system requirements of this code shall apply to detached accessory buildings 3,600 square feet or greater in accordance with Section 903.2. The provisions contained in Section 903.2.18 of the California Fire Code or Section R309.6 of the California Residential Code may be used for the design of the automatic fire sprinkler system for detached private garages.

Sections 103.4 and 103.4.1 of the California Fire Code are deleted in their entirety and replaced with the following:

103.4 Liability. Any liability against Riverside County or City of Eastvale or any officer or employee for damages resulting from the discharge of their duties shall be as provided by law.

Section 104.1.1 is added to Section 104.1 of the California Fire Code to read as follows:

104.1.1 Authority of the Fire Chief and Fire Department.

1. The Fire Chief is authorized and directed to enforce all applicable State fire laws and provisions of this ordinance and to perform such duties as directed by the City Council.

2. The Fire Chief is authorized to administer, interpret and enforce this ordinance. Under the Fire Chief's direction, the Riverside County Fire Department is authorized to enforce ordinances of City of Eastvale pertaining to the following:

2.1. The prevention of fires.
2.2. The suppression or extinguishment of dangerous or hazardous fires.
2.3. The storage, use and handling of hazardous materials.
2.4. The installation and maintenance of automatic, manual and other private fire alarm systems and fire extinguishing equipment.
2.5. The maintenance and regulation of fire escapes.
2.6. The maintenance of fire protection and the elimination of fire hazards on land, in buildings, structures and other property, including those under construction.
2.7. The maintenance of means of egress.
2.8. The investigation of the cause, origin and circumstances of fire and unauthorized releases of hazardous materials.

3. The following persons are hereby authorized to interpret and enforce the provisions of this ordinance and to make arrests and issue citations as authorized by law:

3.1. The Unit Chief, Peace Officers and Public Officers of the California Department of Forestry and Fire Protection.
3.2. The Fire Chief, Peace Officers and Public Officers of the Riverside County Fire Department.
3.3. The Riverside County Sheriff and any deputy sheriff.
3.4. The Police Chief and any police officer of any city served by the Riverside County Fire Department.
3.5. Officers of the California Highway Patrol.
3.6. Code Officers of the City of Eastvale Code Enforcement Department.
3.7. Peace Officers of the California Department of Parks and Recreation.
3.8. The law enforcement officer of the Federal Bureau of Land Management.

Section 104.12 is added to Section 104 of the California Fire Code to read as follows:

104.12 Authority of the Fire Chief to close hazardous fire areas. Except upon National Forest Land, the Fire Chief is authorized to determine and announce the closure of any hazardous fire area or portion thereof. Any closure by the Fire Chief for a period of more than fifteen (15) calendar days must be approved by the Riverside County Board of Supervisors and/or the City Council within fifteen (15) calendar days of the Fire Chief's original order of closure. Upon such closure, no person shall go in or be upon any hazardous fire area, except upon the public roadways and inhabited areas. During such closure, the Fire Chief shall erect and maintain at all entrances to the closed area sufficient signs giving notice of closure. This section shall not prohibit residents or owners of private property within any closed area, or their invitees, from going in or being upon their lands. This section shall not apply to any entry, in the course of duty, by a peace officer, duly authorized public officer or fire department personnel. For the purpose of this section, "hazardous fire area" shall mean public or private land that is covered with grass, grain, brush or forest and situated in a location that makes suppression difficult resulting in great damage. Such areas are designated on Hazardous Fire Area maps filed with the office of the Fire Chief.

Section 108.1 of the California Fire Code is deleted in its entirety and replaced with the following:

108.1 Board of appeals established. The Board of Appeals shall be the City Manager. If he or she determines an outside board is needed, he or she shall designate an outside hearing officer to hear the appeal. The Fire Chief shall be notified of any appeal and the Fire Chief or designee shall be in attendance at the appeal hearing. Depending on the subject of the appeal, specialized expertise may be solicited, at the expense of the applicant, for the purpose of providing input to the Appeals Board.

Section 109.4 of the California Fire Code is deleted in its entirety and replaced with the following:

> **109.4 Violation and penalties.** It shall be unlawful for any person, firm, corporation or association of persons to violate any provision of this ordinance, or to violate the provisions of any permit granted pursuant to this code or ordinance. Punishments and penalties for violations shall be in accordance with the City of Eastvale ordinances, fee schedule and Health and Safety Code Sections 17995 through 17995.5.

Section 113.2 of the California Fire Code is deleted in its entirety and replaced with the following:

> **113.2 Schedule of permit fees.** Fees for services and permits shall be as set forth in the City of Eastvale fee schedule.

Section 113.6 is added to Section 113 of the California Fire Code to read as follows:

> **113.6 Cost recovery**. Fire suppression, investigation, rescue or emergency medical costs are recoverable in accordance with Health and Safety Code Sections 13009 and 13009.1, as may be amended from time to time. Additionally, any person who negligently, intentionally or in violation of law causes an emergency response, including, but not limited to, a traffic accident, spill of toxic or flammable fluids or chemicals is liable for the costs of securing such emergency, including those costs pursuant to Government Code Section 53150, et seq, as may be amended from time to time. Any expense incurred by the Riverside County Fire Department for securing such emergency shall constitute a debt of such person and shall be collectable by Riverside County in the same manner as in the case of an obligation under contract, express or implied.

Chapter 2. Definitions

Section 202, definition of “Fire Chief” in the California Fire Code is deleted in its entirety and replaced with the following:

> Fire Chief. The Fire Chief of Riverside County or the Fire Chief’s designee.

Chapter 5. Fire service features

Section 503.2.1 of the California Fire Code is deleted in its entirety and replaced with the following:

> **503.2.1 Dimensions.** Fire apparatus access roads shall have an unobstructed width of not less than 24 feet (7315 mm), exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches (4115 mm). For additional requirements or alternatives see Riverside County Fire Department Standards and Policies, as may be amended from time to time.

Section 503.2.2 of the California Fire Code is deleted in its entirety and replaced with the following:

503.2.2 Authority. The fire code official shall be the only authority authorized to designate fire apparatus access roads and fire lanes and to modify the minimum fire lane access widths for fire or rescue operations.

Section 503.6.1 is added to Section 503.6 of the California Fire Code to read as follows:

503.6.1 Automatic opener. New motorized gates shall be provided with means to be automatically opened remotely by emergency vehicle in accordance with Riverside County Fire Department standards and Policies, as may be amended from time to time.

Exception: Gates serving individual one- and two-family dwelling parcels.

Section 503.7 is added to Section 503 of the California Fire Code to read as follows:

503.7 Loading areas and passenger drop-off areas. On private properties, where fire apparatus access roads are utilized for loading or unloading or utilized for passenger drop-off or pick-up, an additional eight (8) feet of width shall be added to the minimum required width for the fire apparatus access road.

Section 507.5.7 is added to Section 507 of the California Fire Code to read as follows:

507.5.7 Fire hydrant size and outlets. As determined by the fire code official, fire hydrant sizes and outlets shall be based on the following:

1. Residential Standard – one (1) four (4) inch outlet and one (1) two and half (2 ½) inch outlet.
2. Super Hydrant Standard – one (1) four (4) inch outlet and two (2) two and one half (2 ½) inch outlet.
3. Super Hydrant Enhanced – two (2) four (4) inch outlet and one (1) two and one half (2 ½) inch outlet.

Section 507.5.8 is added to Section 507 of the California Fire Code to read as follows:

507.5.8 Fire hydrant street marker. Fire hydrant locations shall be visually indicated in accordance with Riverside County Fire Department Technical Policy 06-11, as may be amended from time to time. Any hydrant marker damaged or removed during the course of street construction or repair shall be immediately replaced by the contractor, developer or person responsible for removal or damage.

Section 508.1 of the California Fire Code is deleted in its entirety and replaced with the following:

508.1 General. Where required by other sections of this code and in all buildings classified as high-rise buildings by the California Building Code, in buildings greater than 300,000 square feet in area and in Group I-2 occupancies having occupied floors located more than 75 feet above the lowest level of fire department vehicle access, a fire command center for fire department operations shall be provided and comply with Sections 508.1.1 through 508.1.8.

Section 508.1.1 of the California Fire Code is deleted in its entirety and replaced with the following:

508.1.1 Location and access. The fire command center shall be located adjacent to the main lobby and shall be accessible from fire department vehicular access or as approved by the fire code official. The room shall have direct access from the building exterior at the lowest level of fire department access.

Section 508.1.3 of the California Fire Code is amended to add the following:

Exception: A fire command center solely required because a building is greater than 300,000 square feet in area shall be a minimum of 96 square feet (9 m^2) with a minimum dimension of 8 feet (2438mm).

Section 508.1.6 of the California Fire Code is amended to add the following:

Exception: A fire command center solely required because a building is greater than 300,000 square feet in area shall comply with NFPA 72 and contain the features set forth in Section 508.1.6 subsections 5, 8, 10, 12, 13 and 14. The features set forth in Section 508.1.6 subsections 1, 2, 3, 4, 6, 7, 9, 11, 15, 16, 17, 18 and 19 shall be required when such building contains systems or functions related to these features.

Section 508.1.8 is added to Section 508 of the California Fire Code to read as follows:

508.1.8 Fire command center identification. The fire command center shall be identified by a permanent easily visible sign stating “Fire Dept. Command Center,” located on the door to the fire command center.

Section 509.2.1 of the California Fire Code is amended to add the following:

509.2.1 Minimum clearances. A 3-foot (914 mm) clear space shall be maintained around the circumference of exterior fire protection system control valves, or any other exterior fire protection system component that may require immediate access, except as otherwise required or approved.

Chapter 6. Building services and systems

Section 606.10.1.2 of the California Fire Code is deleted in its entirety and replaced with the following:

606.10.1.2 Manual operation. When required by the fire code official, automatic crossover valves shall be capable of manual operation. The manual valves shall be located in an approved location immediately outside of the machinery room in a secure metal box or equivalent and marked as Emergency Controls.

Chapter 9. Fire protection systems

Section 903.2 of the California Fire Code is deleted in its entirety and replaced with the following:

903.2 Where required. In all new buildings and structures which are 3,600 square feet or greater, an approved automatic sprinkler system shall be provided regardless of occupancy classification. Where the Sections 903.2.1 – 903.2.19 of the California Fire Code require more restrictive requirements than those listed below, the more restrictive requirement shall take precedence.

Exception: Unless required elsewhere in this code or the California Building Code, automatic fire sprinkler systems shall not be required for the following:

1. Detached Group U occupancies used for agricultural or livestock purposes, less than 5,500 square feet, and having setback distances of 50 feet or more from the property line and other buildings.
2. Detached non-combustible equestrian arena shade canopies that are open on all sides and used for riding only - no commercial, assembly or storage uses.
3. Detached fabric or non-combustible shade structures that are open on all sides and used to shade playground equipment, temporary storage of vehicles and dining areas with no cooking.
4. Detached Group U occupancy greenhouses less than 5,500 square feet.
5. Where determined by the Fire Chief that no major life safety hazard exists, and the fuel load does not pose a significant threat to firefighter safety or to other structures or property, automatic fire sprinklers may be exempted.

One- and two-family dwellings shall have an automatic fire sprinkler system regardless of square footage in accordance with the California Residential Code. Fire sprinkler systems shall be installed in mobilehomes, manufactured homes and multifamily manufactured homes with two dwelling units in accordance with Title 25 of the California Code of Regulations.

The following exceptions in the California Fire Code shall not be allowed:

a. Exception in Section 903.2.3

b. Exception 2 in Section 903.2.11.3

Section 903.3.5.3 is added to Section 903 of the California Fire Code to read as follows:

903.3.5.3 Hydraulically calculated systems. The design of hydraulically calculated fire sprinkler systems shall not exceed 90% of the water supply capacity.

Chapter 32. High-piled combustible storage

Section is added to Section 3204.2 of the California Fire Code to read as follows:

3204.2.1 Minimum requirements for client leased or occupant owned warehouses. Designs of an automatic sprinkler system for client leased or occupant owned buildings containing high pile storage shall be based on the requirements of NFPA 13. The responsible fire protection engineer shall perform a survey of the building to determine commodity classification, storage configuration, building height and other information related to the development of an appropriate sprinkler system design. The fire protection engineer shall also make reasonable efforts to meet with the building owner or operator to understand seasonal or customer related fluctuations to the stored commodities, storage height, and configuration. The sprinkler design shall be based on the most demanding requirements determined through the onsite survey and discussions with the building owner or operator. The technical report shall describe the basis for determining the commodity and sprinkler design selection, how the commodities will be isolated or separated, and include referenced design document(s), including NFPA 13 or the current applicable factory mutual data sheets. If a specific fire test is used as the basis of design, a copy of the fire test report shall be provided at the time of plan review.

Chapter 49. Requirements for wildland-urban interface fire areas

Section 4904.3 is added to Section 4904 of the California Fire Code to read as follows:

4904.3 High Fire Hazard Severity Zone Maps. In accordance with Government Code Sections 51175 through 51189, Very High Fire Hazard Severity Zones are designated as shown on a map titled Very High Fire Hazard Severity Zones, dated December 24, 2009 and retained on file at the office of the Fire Chief, which supersedes other maps previously adopted designating high fire hazard areas.

Chapter 56. Explosives and Fireworks

Section 5601.2 and Section 5608.2 of the California Fire Code are hereby added to read as follows:

Section 5601.2 Retail Fireworks. The storage, use, sale, possession, and handling of fireworks including those classified as Safe & Sane fireworks are prohibited.

Exception: Fireworks may be part of an electrically fired public display when permitted and conducted by a licensed pyrotechnic operator.

Appendix B.

Table B105.2 of the California Fire Code is amended as follows:

TABLE B105.2
REQUIRED FIRE-FLOW FOR BUILDINGS OTHER THAN ONE- AND TWO-FAMILY DWELLINGS, GROUP R-3 AND R-4 BUILDINGS AND TOWNHOUSES

AUTOMATIC SPRINKLER SYSTEM (Design Standard)	MINIMUM FIRE-FLOW (gallons per minute)	FLOW DURATION (hours)
No automatic sprinkler system	Value in Table B105.1(2)	Duration in Table B105.1(2)
Section 903.3.1.1 of the *California Fire Code*	50% of the value in Table B105.1(2)[a]	Duration in Table B105.1(2) at the reduced flow rate
Section 903.3.1.2 of the *California Fire Code*	50% of the value in Table B105.1(2)[b]	Duration in Table B105.1(2) at the reduced flow rate

For SI: 1 gallon per minute = 3.785 L/m.
a. The reduced fire-flow shall be not less than 1,000 gallons per minute.
b. The reduced fire-flow shall be not less than 1,500 gallons per minute.

Appendix C.

Section C103.1 of the California Fire Code is deleted in its entirety and replaced with the following:

C103.1 Hydrant spacing. Fire apparatus access roads and public streets providing required access to buildings in accordance with Section 503 of the International Fire Code shall be provided with one or more fire hydrants, as determined by Section C102.1. Where more than one fire hydrant is required, the distance between required fire hydrants shall be in accordance with Sections C103.2 and C103.3. Fire hydrants shall be provided at street intersections.

Sec. 110.20.030. - Penalties.

(a) It is unlawful for any person, firm, corporation or association of persons to violate any provision of this Chapter, or to violate the provisions of any permit granted pursuant to this Chapter. Any person, firm, corporation or association of persons violating any provision of this Chapter or the provisions of any permit granted pursuant to this Chapter shall be deemed guilty of an infraction or misdemeanor as hereinafter specified. Such person or entity shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this Chapter or the provisions of any permit granted pursuant to this Chapter, is committed, continued or permitted.

(b) Any person, firm, corporation or association of persons so convicted shall be:

(1) Guilty of an infraction offense and punished by a fine not exceeding $200.00 for a first violation;

(2) Guilty of an infraction offense and punishable by a fine not exceeding $300.00 for a second violation on the same site.

The third and any additional violations on the same site shall constitute a misdemeanor offense and shall be punishable by a fine not exceeding $1,000.00 or six months in jail, or both. Notwithstanding the above, a first offense may be charged and prosecuted as a misdemeanor.

(c) Payment of any penalty herein shall not relieve a person or entity from the responsibility for correcting the violation.

Section 4. Effective Date: This Ordinance shall become effective 30 days from the date of its adoption.

PASSED, APPROVED AND ADOPTED this **11th day of January, 20171**

_____
Joe Tessari, Mayor

Attest:

_____
Steven D. Aguilar, Assistant City Clerk

Approved as to form:

_____
John E. Cavanaugh, City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City of Eastvale, do hereby certify that the foregoing Ordinance Number 2016-12 was introduced at a regular meeting of the City Council of the City of Eastvale held on the 14th day of December, 2016, and was adopted by the City Council of the City of Eastvale at a regular meeting held the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Steven D. Aguilar, Assistant City Clerk

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 8.1

DATE: **JANUARY 11, 2017**

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **YVETTE NOIR, ASSOCIATE PLANNER**

SUBJECT: **PROJECT NO. PLN 16-00029 AND PLN 16-00030 – GENERAL PLAN AMENDMENT AND CHANGE OF ZONE – THE PROPOSED PROJECT INCLUDES A GENERAL PLAN AMENDMENT FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO HIGH DENSITY RESIDENTIAL (HDR) AND A CHANGE OF ZONE (COZ) FROM HEAVY AGRICULTURE (A-2-10) TO GENERAL RESIDENTIAL (R-3) ON ASSESSOR'S PARCEL NUMBER (APN) 152-050-050.**

RECOMMENDATION

On December 7, 2016, the Planning Commission did not reach consensus on a recommendation for approval or denial of the proposed project. Therefore, no recommendation was forwarded to the City Council.[1]

Because no recommendation from the Planning Commission is available, staff suggests that the Council consider the staff recommendation to the Planning Commission, which supported the proposed changes. Staff's analysis and recommendation are included in the December 7 Planning Comission staff report, which is attached to this report.

Staff also notes that the same proposed change in General Plan land use designation was already applied for and approved by the County of Riverside prior to incorporation (September 2010). Had the County provided correct, up-to-date mapping to the City upon incorporation, the General Plan would already show this change and the applicant would not have had to go through this second review and approval process.

BACKGROUND

The applicant, Bill Van Leeuwen, has requested a General Plan amendment (to High Density Residential, 8.1-14 dwelling units per acre) and a Change of Zone (to R-3) for his property on Citrus Avenue.

As discussed in the Planning Commission staff report (attached), the requested General Plan amendment is the same as a request that was approved by the County of Riverside in late

[1] The Commission voted 2-2 on a motion to recommend approval of the change. Commission Member Bill Van Leeuwen, who is the applicant, did not take part in the vote or the discussion.

Back to Agenda

September 2010 (approximately two weeks prior to incorporation) but, due to an oversight on the part of the County, not included in the Eastvale General Plan. *Please see the attached Planning Commission staff report for more detailed information on the history of this application.*

The application being processed at this time also includes a change of zone, which was not considered by the County in 2010.

The application presented to the City Council does **not** include a development project, which would be submitted at a later date.

RECAP OF PUBLIC HEARINGS

Planning Commission – December 7, 2016

The Planning Commission considered this application at a special meeting on December 7, 2016. During that hearing, the Commission discussed concerns regarding the potential for future development on the project site to result in additional traffic impacts, beyond existing conditions, were raised. These included:

- Traffic Congestion at Citrus Street/Scholar Way Intersection – Traffic at this location—particularly in the morning, when students are dropped off by their parents, was cited as a concern. Three schools (Eleanor Roosevelt High School, River Heights Intermediate School, and Eastvale Elementary School) are located just north of Citrus Street, and local roadways experience congestion during school drop-off and pickup times. In the morning, school traffic also coincides to some degree with commuters leaving for work.

  The Planning Commission also expressed concern about increases in traffic that will occur with the completion of Phase II of Community Park and the future opening of the STEM Academy at Eleanor Roosevelt High School.

- Citrus Street/Hamner Avenue – The Commission discussed the intersection of Hamner Avenue/Citrus Street, where vehicles at peak times need to wait at the intersection.

These issues are discussed in the Analysis section of this report.

City Council – December 11, 2016

The public hearing on the proposed project was opened at the last City Council hearing (December 14, 2016), and the Council heard testimony from a resident in the adjacent single family neighborhood who was concerned both about the traffic issues noted above and about a lack of capacity in local schools. The resident questioned whether adding to the amount of potential development on the Van Leeuwen site would exacerbate these problems.

Both of these issues—traffic and schools—are discussed below.

ANALYSIS

The following is a discussion of the issues raised at the prior Planning Commission and City Council hearings.

Traffic Impacts and Roadway Improvements

As noted above, traffic in the vicinity of the site currently reaches relative high levels, due to the placement by the CNUSD of three schools on a single block of Scholar Way and the location nearby of Community Park and (in Norco) the Silverlakes soccer and equestrian project.

All of these uses generate high levels of traffic when students/patrons are arriving and departing; on weekday mornings, students being driven to school by their parents are on the road at the same time as many commuters leaving Eastvale on their daily drive to work. By comparison, afternoon pickup time for students (in the late afternoon) and peak activity times for community park and the Norco soccer complex (evenings and weekends) do not as closely coincide with the return of commuters to homes in the area.

In addition, two future development projects near the project site are anticipated to generate additional traffic:

- Community Park Phase 2, which includes the development of the remaining 28 acres with new soccer fields, a softball/baseball complex, and parking.

- STEM Academy at Eleanor Roosevelt High School – This new facility will provide space for approximately 800 students, and will be located on the site of the existing softball fields at Eleanor Roosevelt High School. Students from the high school will use the new softball fields in Phase 2 of Community Park. Completion of the two phases of construction for the STEM academy is currently scheduled for summer of 2018.

While congestion is an issue, staff notes that traffic in this specific area is currently congested in part because several important roadway improvement projects have not yet been built. These improvements, shown in Figures 1 and 2, include:

- The widening of Citrus Street along the frontage of the Van Leeuwen property, which will occur when the property is developed. As noted earlier, no development project has been submitted, so no timeline is available as to when this will occur.[2] *This is shown in green in Figure 1.*

- The widening of Citrus Street at the westernmost end of the Community Park frontage. Widening this last segment of the roadway was required as a condition of approval for the construction of Phase 1 of Community Park, but due to the costs associated with moving an existing JCSD water well, the City agreed to defer this until the Van Leeuwen

[2] Note: This report assumes that this roadway widening will be provided to the City as a condition of approval of a future development project. The City has the ability to acquire the land for the widening through eminent domain and construct the improvements itself. However, this project is not included in the City's capital improvement plans, and would therefore require that funding be removed from other needed roadway and capital projects in the City. The City has never used eminent domain to acquire property.

site is developed and Citrus Street west of the park is widened. As noted above, no schedule is available for this improvement. *This is shown in purple in Figure 1.*

- The construction of Scholar Way south of Citrus Street. Currently, this future public roadway exists as a driveway to properties south of Citrus. Improvements, including changes to the signal at the intersection of Scholar/Citrus and the provision of dedicated turn lanes, will be constructed as development occurs. Because this improvement must be in place before Phase 2 of Community Park is built, Scholar Way will be constructed from the park to Citrus Street in early 2017. *This is shown in orange in Figure 1.*

- Construction of two new traffic signals on Scholar Way north of the high school to help accommodate increased traffic from the STEM academy. These improvements are scheduled to be built within the next twelve months (by the end of 2017, and prior to the completion of the STEM academy construction). *These are shown in Figure 2.*

Figure 1. Scholar Way and Citrus Street Roadway Improvements

Figure 2. STEM Academy Improvements

The traffic analysis provided to the Planning Commission (discussed in more detail in the attached Planning Commission staff report and included in its entirety in the proposed Initial Study/Negative Declaration) examined all of these issues to determine whether adding additional potential development on the project site would create new congestion in the area once all of the future roadway and intersection improvements are built. While recognizing that congestion does occur—and will likely continue to occur, particularly given the location of the three schools on Scholar Way—the analysis concluded that the proposed General Plan and Zoning change would not make future congestion on the ultimate roadway system worse.

School Capacity

Schools in Corona-Norco Unified School District (CNUSD) are operating at or beyond capacity. The school district has been building new schools, and plans to build additional schools in Eastvale; as these are built, school attendance boundaries will be revised (as was recently done as the result of the opening of Ronald Reagan Elementary School for the 2015-2016 school year). However, capacity issues with the CNUSD is an existing condition and any future development on the proposed project site will be required to assess associated development impacts on the school district. All development projects are required to, at a minimum, pay developer fees which help the school district finance school facilities that are needed due to student growth.

The City provided notice of the proposed General Plan and Zoning changes on this site to the CNUSD prior to the Planning Commission Hearing scheduled for December 7, 2016 and prior to the public review period of the Initial Study/Negative Declaration for the project. At the time of the writing of this Staff Report, the CNUSD has not indicated that the proposed General Plan and

zoning changes would cause any impacts to school capacity. (The CNUSD typically accepts the payment of impact fees as providing mitigation for increases in the need for school facilities.)

In additional, staff notes that higher density development of the type that would occur on this site if the proposed General Plan and Zoning changes are approved (e.g. townhomes or condominiums) typically generates fewer students per household than single family homes. Building higher density residential units on this site would generate more students, but the overall increase would be less than building the same number of single family homes.[3]

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, an Initial Study/Negative Declaration was prepared to analyze the proposed General Plan Amendment and Change of Zone to determine any potential significant impacts on the environment that would result from implementation of the project. A copy of the Initial Study/Negative Declaration is provided for Planning Commission consideration in Attachment 4 to this staff report.

The Initial Study concluded that the proposed project would not result in any significant environmental impacts. Therefore, no mitigation measures are required.

CEQA Negative Declaration Public Review Period

The Initial Study/Negative Declaration was circulated for public review period from December 19, 2016 to January 9, 2017. Copies of the Initial Study/Negative Declaration were placed in three public places for review (i.e., Eastvale City Hall, Riverside County Clerk, and Eastvale Library).

Because the public review period ended just prior to the City Council meeting (and after this staff report was written and distributed), staff will provide a summary of comments (if any) and responses at the January 11 meeting.

REQUIRED PROJECT FINDINGS

California Environmental Quality Act

Finding: The proposed project requires the adoption of a Negative Declaration pursuant to Section 15074 (Article 6) of the California Environmental Quality Act (CEQA) Guidelines.

Evidence: The City prepared an Initial Study/Negative Declaration to analyze impacts resulting from the land use policy change to increase the density pursuant to CEQA. The Neg Dec was circulated for public review for a 21-day public review period and all project related comments received during the public review period have been addressed.

General Plan Amendment

Finding 1: The proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

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[3] Note: If senior housing were built on the site, student generation would decline to near-zero. Because no development project has been submitted, it is not known what specific type of housing will be proposed for the site.

Evidence: The current General Plan land use designation for the project site is Medium Density Residential (MDR) which allows a density range of 2.1 to 5.0 dwelling units per acre. According to the City's General Plan Housing Element, 92-percent of the City's housing stock is made up of single family homes and while only 5.3-percent of the housing stock is made up of multi-family. The proposed project would allow for the provision of higher density housing in the City, helping to meet General Plan policy to ensure a sufficient supply of multi-family and single-family homes exists. Therefore, the project is consistent with the General Plan.

Change of Zone

Finding 1: The proposed Change of Zone is in conformance with the proposed General Plan Land Use designation (High Density Residential) for the City.

Evidence: The current zoning for the project is Heavy Agriculture (A-2-10), which allows limited residential uses that includes single family dwellings and mobile homes. The current A-2-10 zone would not be consistent with the proposed General Plan Land Use designation of HDR. The proposed R-3 zone would be consistent with the intensity intended for the parcel under the HDR designation, would allow the development potential of the project site to be consistent with the proposed General Plan land use designation, and would help to facilitate this type of development on the project site.

Recommendation

Staff recommends that the City Council take the following actions:

1. Adopt an Initial Study/Negative Declaration pursuant to the California Environmental Quality Act;
2. Adopt a Resolution approving the General Plan Amendment;
3. Adopt an Initial Study/Negative Declaration for the Change of Zone; and
4. Introduce an Ordinance approving the Change of Zone.

Alternatives

The following alternatives are available to the City Council:

- Approve the General Plan Amendment but deny the proposed Change of Zone (which could be deferred until a development project is proposed).
- Deny of the General Plan Amendment and Change of Zone.

FISCAL IMPACT

Approval of the General Plan Amendment and Change of Zone will not have a fiscal impact on the City, since the costs of processing the application have been paid by the applicant.

ATTACHMENTS

1. Planning Commission Staff Report
2. Resolutions
    a. Resolution for Negative Declaration
    b. Resolution for General Plan Amendment
3. Ordinance for Change of Zone
4. Initial Study/Negative Declaration
5. Traffic Impact Analysis (Urban Crossroads 2016)

Prepared by: Yvette Noir, Associate Planner
Reviewed by: Eric Norris, Planning Director
Cathy Perring, Assistant Planning Director
Michele Nissen, City Manager
John Cavanaugh, City Attorney

City of Eastvale

Planning Commission Meeting Agenda
Staff Report

MEETING DATE: **December 7, 2016**

TO: **PLANNING COMMISSION**

FROM: **YVETTE NOIR, ASSOCIATE PLANNER**

SUBJECT: **PROJECT NO. PLN 16-00029 and PLN 16-00030 – General Plan Amendment and Change of Zone –** The proposed project includes a General Plan Amendment from Medium Density Residential (MDR) to High Density Residential (HDR) and a Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3) on Assessor's Parcel Number (APN) 152-050-050.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the City Council take the following actions:

1. Approve a General Plan Amendment (GPA) from Medium Density Residential (MDR) to High Density Residential (HDR); and

2. Approve a Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3).

BACKGROUND

On September 16, 2010, the County of Riverside Board of Supervisors approved a General Plan Amendment (GPA) changing the land use designation for the project site from Medium Density Residential (MDR) to High Density Residential (HDR) (**Figure 1**).

Upon incorporation, the City began using the Riverside County General Plan, including the Land Use Map. However, the General Plan Land Use Map provided to the City in October 2010 did not include this change. A Land Use Map showing the prior Medium Density Residential designation (see Figure 2) was used from 2010 to 2012, when the City Council adopted the new Eastvale General Plan, which also shows the site in the Medium Density Residential category.

Eastvale Planning Department did not receive any comments prior to or after the adoption of the Eastvale General Plan regarding this site. The disparity between the 2010 County approval and the official Eastvale map was not brought to the City's attention until early 2016, when the applicant's representative brought in the original 2010 County files.

(Note: The County in 2010 did not process a Zone Change to match the site's zoning with the new General Plan designation. The site's A-2-10 zoning remained in place.)

Figure 1: General Plan Land Use Designation
as Approved by County of Riverside in September 2010

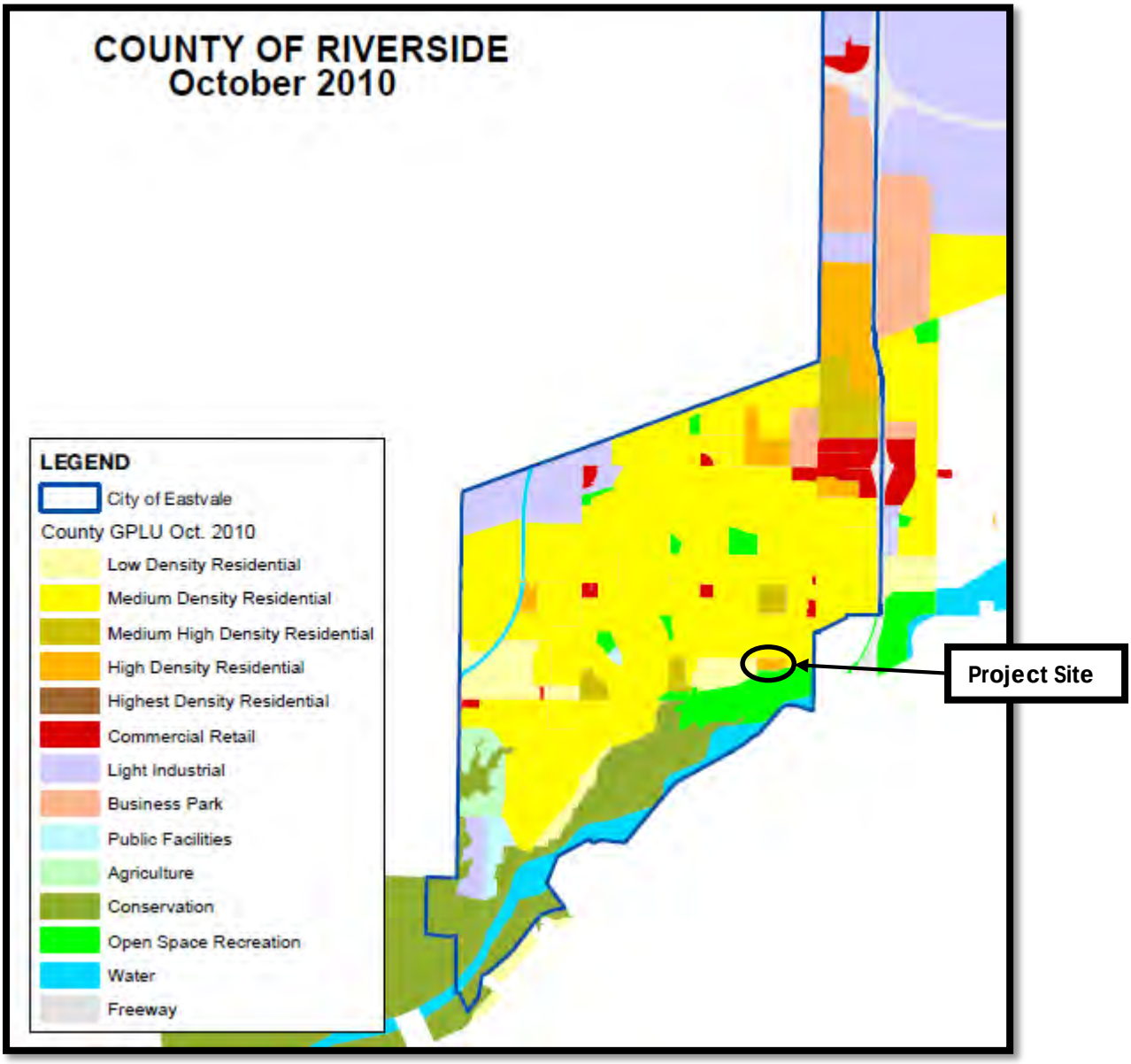
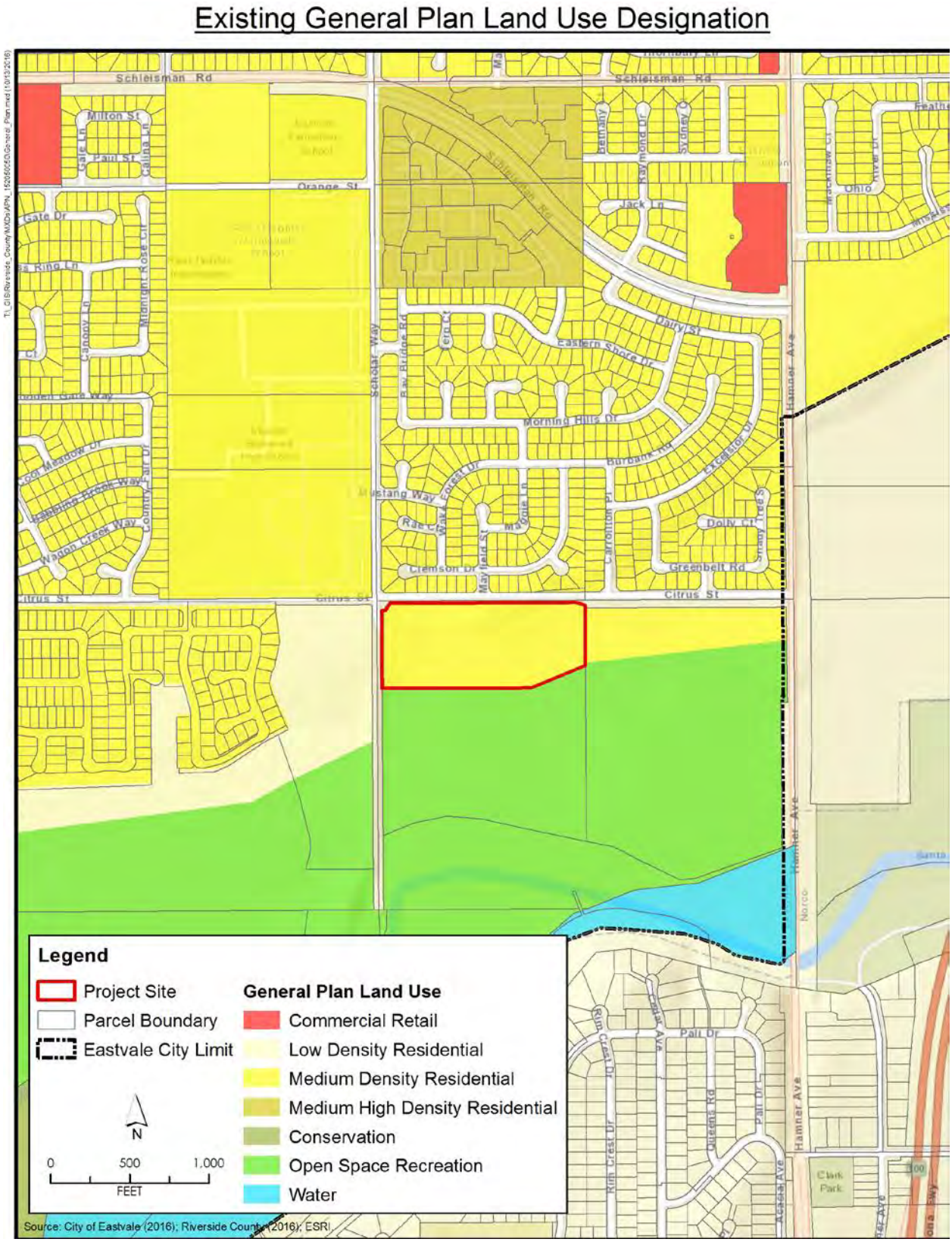


Figure 2: Existing General Plan Land Use Designation



PROJECT DESCRIPTION

The applicants, William and Delores Van Leeuwen, are proposing to change the General Plan Land Use designation and zoning for the 15.77 acre site.

The proposed project involves the following approvals:

- A General Plan Amendment (GPA) from Medium Density Residential (MDR) of 2.1 to 5 dwelling units per acre to High Density Residential (HDR) of 8.1-14 dwelling units per acre.

- A Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation.

The proposed General Plan Amendment would effectively reinstate the General Plan land use designation approved by the County in September 2010. The Change of Zone is a new application that was not considered by the County at that time.

The applicant has not proposed a specific development project at this time.

DISCUSSION

Land Use Policy – General Plan Amendment

The proposed General Plan Amendment (GPA) would change the land use designation of the project site from Medium Density Residential (MDR) to High Density Residential (HDR). This change is summarized below:

- The **current** land use designation of MDR allows the development of conventional single-family detached houses and suburban subdivisions. The density range is 2.1 to 5.0 dwelling units per acre, which allows lot sizes ranging from 5,500 to 20,000 square feet.

- The **proposed** land use designation of HDR allows for a variety of detached and attached housing types. The density range is 8.1-14 dwelling units per acre. This land use category provides for a variety of housing types such as single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot-line homes.

Approving the proposed change would increase the maximum potential number of units which could be built on the site, from 79 to 221 units.

Change of Zone

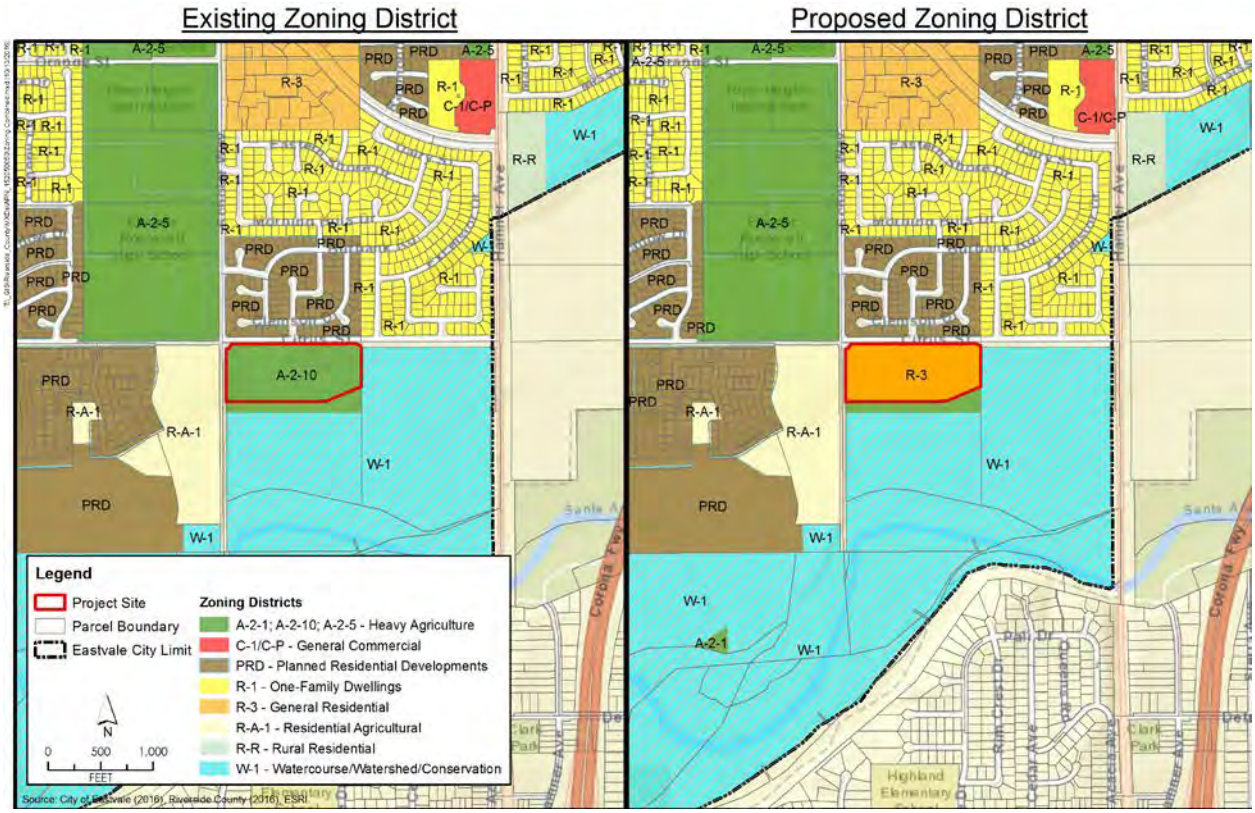
The applicants are also requesting Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation. (**Figures 3**).

- The **current** A-2-10 zone district allows limited residential uses including single family dwellings and mobile homes.

- The **proposed** R-3 zone district allows the development of residential dwellings such as single family dwelling, multiple family dwellings, and bungalow courts.

The Change of Zone would make the site's zoning consistent with the new General Plan land use designation.

Figure 3. Existing and Proposed Zoning



ANALYSIS

As noted earlier, the proposed new General Plan and Zoning designations for the site would increase the development potential of the site, allowing residential density at a higher density. For context, the type of development that could occur in the 8.1-14 dwelling-unit-per-acre is similar to the following Eastvale projects:

- The Lodge (KB Homes) – The Lodge includes the development of 206 units on 23.83 acres (Phase I – southern half) and 144 units on 15.75 acres (northern half) for a total of 350 units on 39.58 acres for a density of 8.8 units/acre. (**Figure 4**).

- Sendero Residential Development (Stratham Homes) - the approved (but not yet developed) Sendero Residential Development will develop 323 single-family detached dwelling units on a 41.2 acre site, resulting in an overall density of 7.8 units per acre. The project site includes two planning areas on either side of the 255-foot wide SCE easement. The planning area to the west of the SCE easement (Site A) will be developed on 26.2 acres with a total of 240 units for a density of 9.2 units/acre.

Figure 4. The Lodge (KB Homes)—Overall density of 8.8 units per acre

The "Nexus" townhome project by William Lyon (near the 24-Hour Fitness in Eastvale Gateway South), by comparison, is 22 units per acre, more dense than could occur in the proposed HDR range of 8.1-14 units per acre.

The residential density which would be permitted if the proposed General Plan and Zoning changes are adopted would be higher than has occurred north of the site across Citrus Avenue (where typical lot sizes average 7,000 square-feet) and west of the site (where the "Estancia" project by Lennar is constructed at an overall density of 3.7 units per acre).

However, staff believes that the higher density proposed for this site is appropriate, for the following reasons:

- The site is not adjacent to any existing residential development, and is in fact separated by streets (Citrus Avenue and the future extension of Scholar Way) from areas with existing or future single-family development.

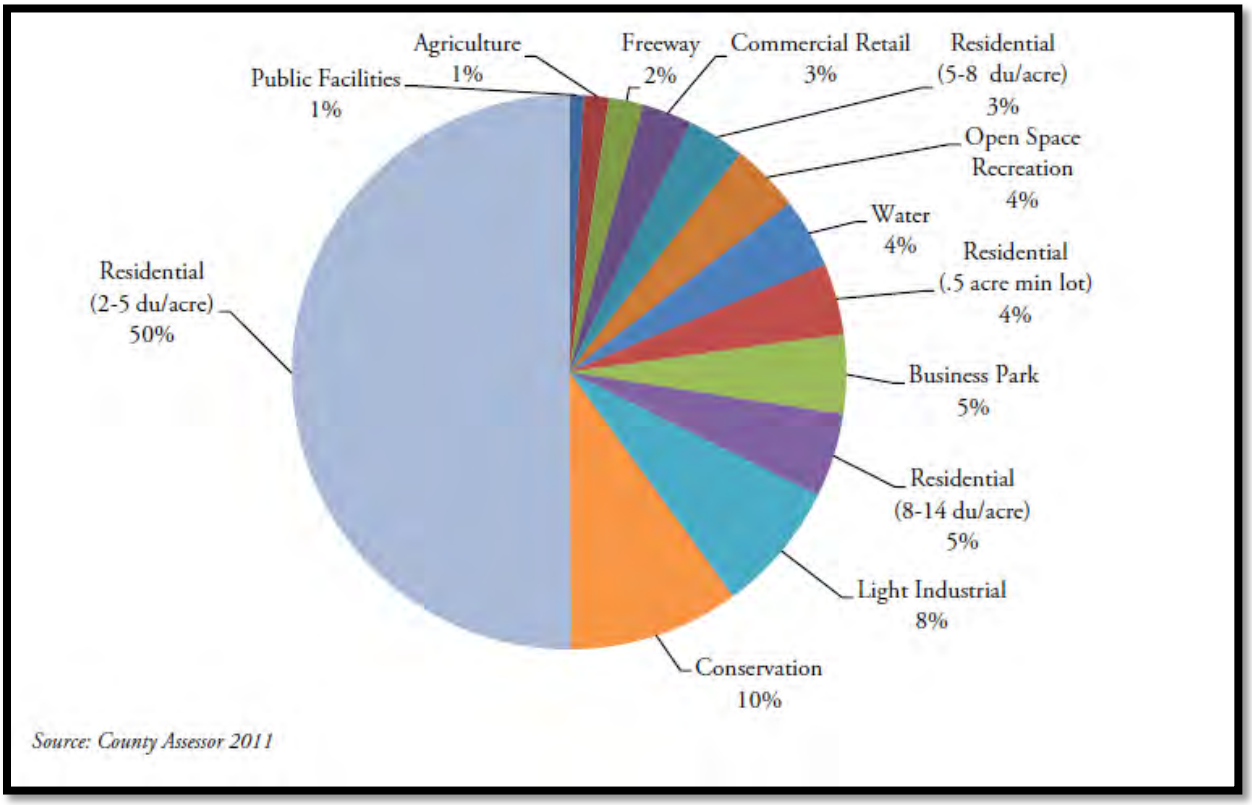
- The site is directly adjacent to Community Park, a major recreational facility with a relatively high level of activity, traffic, noise, and nighttime lighting. Higher density development typically deals with these types of impacts better, due to their design and the tendency of residents in this type of development to spend less time out of doors.

- The site's size, shape, and topography present difficulties in laying out a typical single-family subdivision. Higher density developments are often easier to lay out, since units can be clustered and internal roadways can be designed to conform to topographical variations.

- The proposed density would allow homes to be somewhat less expensive than typical single-family homes, providing the option of home ownership to families who cannot afford a more traditional home in Eastvale.

- According to the City's General Plan (2012), residential units (2-5 du/acre) make up about 50-percent of Eastvale's planned land uses. Higher density residential units (5-8 du/acre and 8-14 du/acre) make up substantially less (3-percent and 5-percent, respectively). As discussed, the density range of the proposed project is underrepresented in the City. Therefore, the City would benefit from having this parcel zoned for higher density development to provide a more varied housing stock.

Figure 5. Existing Land Uses



The increased development potential would result in increases in some project impacts, primarily traffic. However, as discussed in the "Environmental Review" section of this staff report, none of the projected impacts from the development of the site at the higher density would be significant.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, an Initial Study/Negative Declaration (Neg. Dec.) was prepared to analyze the proposed General Plan Amendment and Change of Zone to determine any potential significant impacts on the environment that would result from implementation of the project. A copy of the Initial Study/Negative Declaration is provided for Planning Commission consideration in **Attachment 2**.

The Initial Study concluded that the proposed project would not result in any significant environmental impacts. Therefore, no mitigation measures are required.

A summary of the project's **traffic** impacts is provided below.

Traffic

A Traffic Impact Analysis (TIA) was prepared by Urban Crossroads (Attachment 3) to determine whether the net increase in potential dwelling units compared with the site's existing General Plan designation would result in a significant increase in traffic impacts beyond those already identified by the General Plan in anticipation of the projected growth in the city, which includes the development of the project site. The TIA analyzed the following three scenarios: Existing (2016), General Plan Horizon Year Without the Project (2040), and General Plan Horizon Year With the Project (2040).

Traffic from the project was estimated to generate a net total of 2,132 trip-ends per day on a typical weekday with approximately 168 AM peak hour trips and 224 PM peak hour trips. However, the net increase in trips associated with the proposed project development potential is compared with existing development potential has been evaluated for the purposes of this analysis (i.e., an additional 144 single family residential dwelling units). The net increase in potential dwelling units compared with the site's existing General Plan designation is anticipated to generate an additional 1,370 trips per day with an additional 108 AM peak hour trips and 144 additional PM peak hour trips.

The traffic study analyzed six roadway segments and six intersections to determine what the difference in level of service (LOS) would be for General Plan Horizon Year Without the Project (2040) and General Plan Horizon Year With the Project (2040). The TIA determined that under 2040 with project conditions, LOS would be the same as those under 2040 without project conditions. While traffic on local roadways and intersections is projected to be more congested than desired by the City, the increase in land use intensity from the proposed proejct would not make these conditions worse (See Tables 1 and 2). These traffic conditions were identified in the General Plan's environmental impact report.

Table 1.
Roadway Segment Analysis for Horizon Year (2040) Conditions

#	Roadway	Segment Limits	LOS Capacity[1]	2040 Without Project	V/C	LOS	2040 With Project	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	18,000	**51,981**	**2.89**	**F**	**52,119**	**2.90**	**F**	C
2	Sumner Avenue	Schleisman Road to Citrus Street	35,900	15,178	0.42	A	15,328	0.43	A	C
3	Scholar Way	Schleisman Road to Citrus Street	35,900	8,777	0.24	A	9,135	0.25	A	C
4	Hamner Avenue	Schleisman Road to Citrus Street	35,900	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	C
5	Citrus Street	Sumner Avenue to Scholar Way	35,900	17,961	0.51	A	18,289	0.51	A	C
6	Citrus Street	Scholar Way to Hamner Avenue	18,000	**20,205**	**1.14**	**F**	**20,479**	**1.14**	**F**	C

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS or V/C does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*
LOS = Level of Service. V/C=volume to capacity ratio

Table 2.
Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection Location	2040 Without Project						2040 With Project					
		Delay (seconds)			LOS			Delay (seconds)			LOS		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
1	Sumner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
2	Sumner Avenue/ Citrus Street	35.3	**134.2**	44.3	D	**F**	D	35.9	**137.3**	45.8	D	**F**	D
3	Scholar Way/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
4	Scholar Way/ Citrus Street	**109.2**	**84.7**	48.4	**F**	**F**	D	**111.7**	**90.9**	54.3	**F**	**F**	D
5	Hamner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
6	Hamner Avenue/ Citrus Street	64.6	**>200**	**>200**	E	**F**	**F**	67.6	**>200**	**>200**	E	**F**	**F**

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS and delay does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).*
LOS = Level of Service

The improvements required to address the level of service at these transportation facilities has been identified in the City's General Plan. The specific facility improvements needs associated with the proposed project are all within the envelope of the improvements identified in the General Plan. In other words, the cumulative improvement needs identified for the purposes of this traffic analysis are consistent with or less than those assumed in the City's General Plan. The effectiveness of the General Plan improvement strategies has been identified by Urban Crossroads (2016), who determined that the project intersections would operate at an acceptable LOS with the improvements. Specifically, all project intersections would operate at LOS D or better.

The public review period for the Initial Study/Negative Declaration has not yet ended. However, the Planning Commission does not need to take action on the environmental document, which is provided so that the Commission has an understanding of the potential impacts of approving the proposed changes to General Plan and Zoning.

Copies of the Initial Study/Negative Declaration were placed in three public places for review (i.e., Eastvale City Hall, Riverside County Clerk, and Eastvale Library). The City Council will be provided with all comments received on the document, along with responses to the comments.

REQUIRED PROJECT FINDINGS

California Environmental Quality Act

Finding: The proposed project requires the adoption of a Negative Declaration pursuant to Section 15074 (Article 6) of the California Environmental Quality Act (CEQA) Guidelines.

Evidence: General Plan Amendment No. 918 was evaluated in a Mitigated Negative Declaration for Environmental Assessment (EA) No. 41740. The MND was adopted by the County of Riverside Board of Supervisors via Resolution No. 2010-253. However, the City of Eastvale did not adopt this MND. Therefore, the City prepared an Initial Study/Negative Declaration to analyze impacts resulting from the land use policy change to increase the density that was initiated and approved by the County.

General Plan Amendment

Finding 1: The proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

Evidence: The current General Plan land use designation for the project site is Medium Density Residential (MDR) which allows a density range of 2.1 to 5.0 dwelling units per acre. The housing stock for this density range is 50-percent of the City's Land Use. The proposed land use designation of High Density Residential (HDR) allows a density range of 8.1 to 14.0 dwelling units per acre, which currently represents only 5-percent of the City's Land Use. The proposed project would allow for the provision of higher density housing in the City, helping to meet General Plan policy to ensure a sufficient supply of multi-family and single-family homes exists. Therefore, the project is consistent with the General Plan.

Change of Zone

Finding 1: The proposed Change of Zone is in conformance with the proposed General Plan Land Use designation (High Density Residential) for the City.

Evidence: The current zoning for the project is Heavy Agriculture (A-2-10), which allows limited residential uses that includes single family dwellings and mobile homes. The current A-2-10 zone would not be consisted with the proposed General Plan Land Use designation of HDR. However, the proposed R-3 zone district allows the development of multi-family residential dwellings, by right. The proposed R-3 zone would be consistent with the intensity intended for the parcel under the HDR designation, would allow the development potential of the project site to be consistent with the proposed General Plan land use designation, and would help to facilitate this type of development on the project site, should the applicant choose to do so.

Recommendation

Staff recommends that the Planning Commission approve the General Plan Amendment and Change of Zone for APN 152-050-050.

Other Planning Commission Options

The following alternatives are available to the Planning Commission:

- Approval of the General Plan Amendment and Change of Zone with additional conditions beyond those recommended by staff.
- Denial of the General Plan Amendment and Change of Zone.

FISCAL IMPACT

Approval of the General Plan Amendment and Change of Zone will not have a fiscal impact of the City, since the costs of processing the application have been paid by the applicant.

ATTACHMENTS

1. Conditions of Approval
2. Initial Study/Negative Declaration
3. Traffic Impact Analysis (Urban Crossroads 2016)

Prepared by: Yvette Noir, Associate Planner

Reviewed by: Eric Norris, Planning Director

Cathy Perring, Assistant Planning Director

John Cavanaugh, City Attorney

ATTACHMENT 1
CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL
Project No. PLN 16-00029 and PLN 16-00030 – General Plan Amendment and Change of Zone – The proposed project includes a General Plan Amendment from Medium Density Residential (MDR) to High Density Residential (HDR) and a Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3).
Assessor's Parcel Numbers: 152-050-050
Planning Commission Hearing Date: December 7, 2016
City Council Action Date:

	Conditions of Approval	Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
General Conditions				
1.	In compliance with Section 15075 of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) days of project approval. The NOD shall include the required California Department of Fish and Wildlife (CDFW) (Code Section 711.4.d.3) fee and the Riverside County Clerk administrative fee. The applicant shall submit to the Planning Department a check or money order made payable to the Riverside County Clerk in the amount of **$50.00** no later than **December 7, 2016**. Failure to pay the required fee will result in the project being deemed null and void (California Fish and Game Code Section 711.4(c). The fee is broken down as follows: a. Riverside County Clerk administrative fee of $50.00.		Planning Department	
2.	The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Eastvale Planning Department no later than December 7, 2016. Applicant Signature Date		Planning Department	

Conditions of Approval		Timing/ Implementation	Enforcement/ Monitoring	Verification (Date and Signature)
3.	The applicant shall indemnify, protect, defend, and hold harmless the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolutions procedures (including but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under CEQA, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.	Ongoing	Planning Department	

GENERAL COMPLIANCE ITEMS/REQUIREMENTS AND INFORMATION

The following items are noted for the applicant's information. These items are required by the City, other local agencies, or state and federal agencies, and are not conditions of approval of the project.

1. The applicant shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Amended entitlement approvals may be necessary as a result.

2. Applicants are responsible for all costs associated with off-site right-of-way acquisition, including any costs associated with the eminent domain process, if necessary.

3. Should this project lie within any assessment/benefit district, the project proponent shall, prior to acceptance of improvements, make application for and pay for their reapportionment of the assessments or pay the unit fees in the benefit district unless said fees are otherwise deferred.

ATTACHMENT 2

INITIAL STUDY/NEGATIVE DECLARATION

INITIAL STUDY FOR A

NEGATIVE DECLARATION FOR

Van Leeuwen General Plan Amendment and Change of Zone Project

(PROJECT 16-00029)

Lead Agency:

CITY OF EASTVALE

12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

December 2016

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APPENDICES

The appendices referenced in this Initial Study are included on the enclosed CD-ROM and are available at Eastvale City Hall located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, Monday through Thursday, 7:30 a.m. to 5:30 p.m.

- Criteria Air Pollutant Modeling Outputs (November 2016; prepared by Michael Baker International), attached as **Appendix 1**
- Greenhouse Gas Emissions Modeling Outputs (November 2016; prepared by Michael Baker International), attached as **Appendix 2**
- Project Noise Levels (November 2016; prepared by Michael Baker International), attached as **Appendix 3**
- Traffic Impact Analysis (November 2016; prepared by Urban Crossroads), attached as **Appendix 4**

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I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing an application for the proposal to change the General Plan land use designation and zoning for a 15.77-acre site located southeast of the intersection of Scholar Way and Citrus Street. The proposed project involves a General Plan Amendment (GPA) amending the land use designation from Medium Density Residential (MDR), at 2.1 to 5 dwelling units per acre, to High Density Residential (HDR), at 8.1 to 14 dwelling units per acre, and a Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation.

On September 16, 2010, the Riverside County Board of Supervisors approved General Plan Amendment (GPA) No. 918 changing the land use designation for the project site from Medium Density Residential (MDR) to High Density Residential (HDR). The General Plan Land Use Map used by the County of Riverside was adopted by the City of Eastvale subsequent to the City's incorporation in October 2010. However, the City's adoption of the County's Land Use Map did not reflect the change in land use as approved in GPA No. 918. As a result, the project site's current land use designation (Medium Density Residential) remains the same as it was prior to the County's adoption of GPA No. 918.

Although the County approved a General Plan amendment in 2010, a corresponding change of zoning was not processed at that time; therefore, the zoning remains A-2-10.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.). The analysis in this study focuses on the physical impacts on the environment that would result from the change in land use designation (General Plan Amendment) and a Change of Zone. This Initial Study provides a conservative analysis of impacts to the environment.

B. PROJECT LOCATION AND DESCRIPTION OF SURROUNDING AREA

The 15.77-acre project site is located in Eastvale, Riverside County, California (APN 152-050-050). The regional and local vicinity of the project site are shown in **Figures 1** and **2**, respectively. The project site is located southeast of the intersection of Scholar Way and Citrus Street and west of Interstate 15.

The property is in an area bounded on the south by the Santa Ana River, on the west by Scholar Way, on the north by Citrus Street, and on the east by Hamner Avenue. The project site is in Section 36, Township 2 South, Range 7 West.

C. PROJECT DESCRIPTION

The applicant proposes a General Plan Amendment from Medium Density Residential (**Figure 3**), at 2.1 to 5 dwelling units per acre, to High Density Residential (**Figure 4**), at 8.1 to 14 dwelling units per acre, and a Change of Zone from A-2-10 (Heavy Agriculture) (**Figure 5**) to R-3 (General Residential) (**Figure 6**) on approximately 15.77 acres. The requested actions are further described as follows:

<u>General Plan Amendment</u>

The proposed project would amend the Land Use Map in the City of Eastvale General Plan. The proposed project is a land use policy change to increase the density that was initiated and approved by the County of Riverside before the City was incorporated. The County approved GPA No. 918, but the change in land

use designation of the project site from MDR to HDR is not reflected in the City's currently adopted Land Use Map because the County failed to notify the City of the approval.

Change of Zone

The Change of Zone would allow the zoning of the project site (and the corresponding development potential) to be consistent with the proposed General Plan land use designation. Having the site's zoning consistent with the General Plan would be consistent with state law and would help facilitate development of the project site, should the applicant or a future developer choose to do so.

The change in land use designation and zoning would allow an overall increase in density on the project site. As shown in **Table 1**, the existing land use designation of Medium Density Residential would allow the development of up to 79 dwelling units, compared to up to 221 units under the proposed High Density Residential designation. Therefore, the project would result in an overall increase of 142 in the maximum number of potential dwelling units[1], an increase of 180 percent.

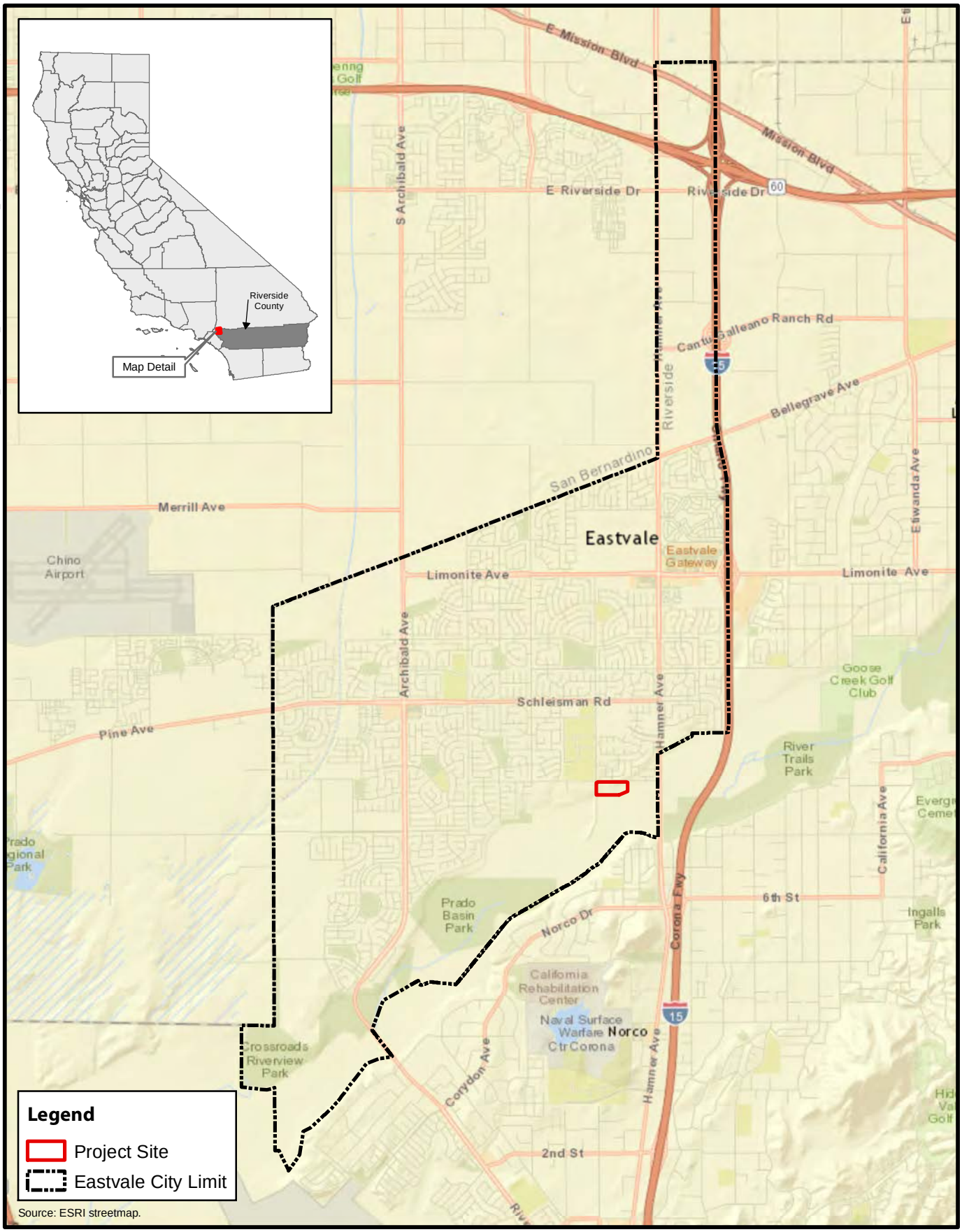
TABLE 1
SUMMARY OF LAND USE DESIGNATION CHANGES

Category	Existing	Proposed	Change	Percentage Change
Land Use Designation	Medium Density Residential	High Density Residential	—	—
Allowable Density	2.1–5 du/acre	8.1–14 du/acre	—	—
Dwelling Units (maximum)	79	221	+142	180%

du = dwelling units

[1] Note: This figure reflects the theoretical maximum potential number of units. No development project is proposed at this time, so this figure is used as the "worst case" scenario.

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Regional Location.mxd (11/16/2016)

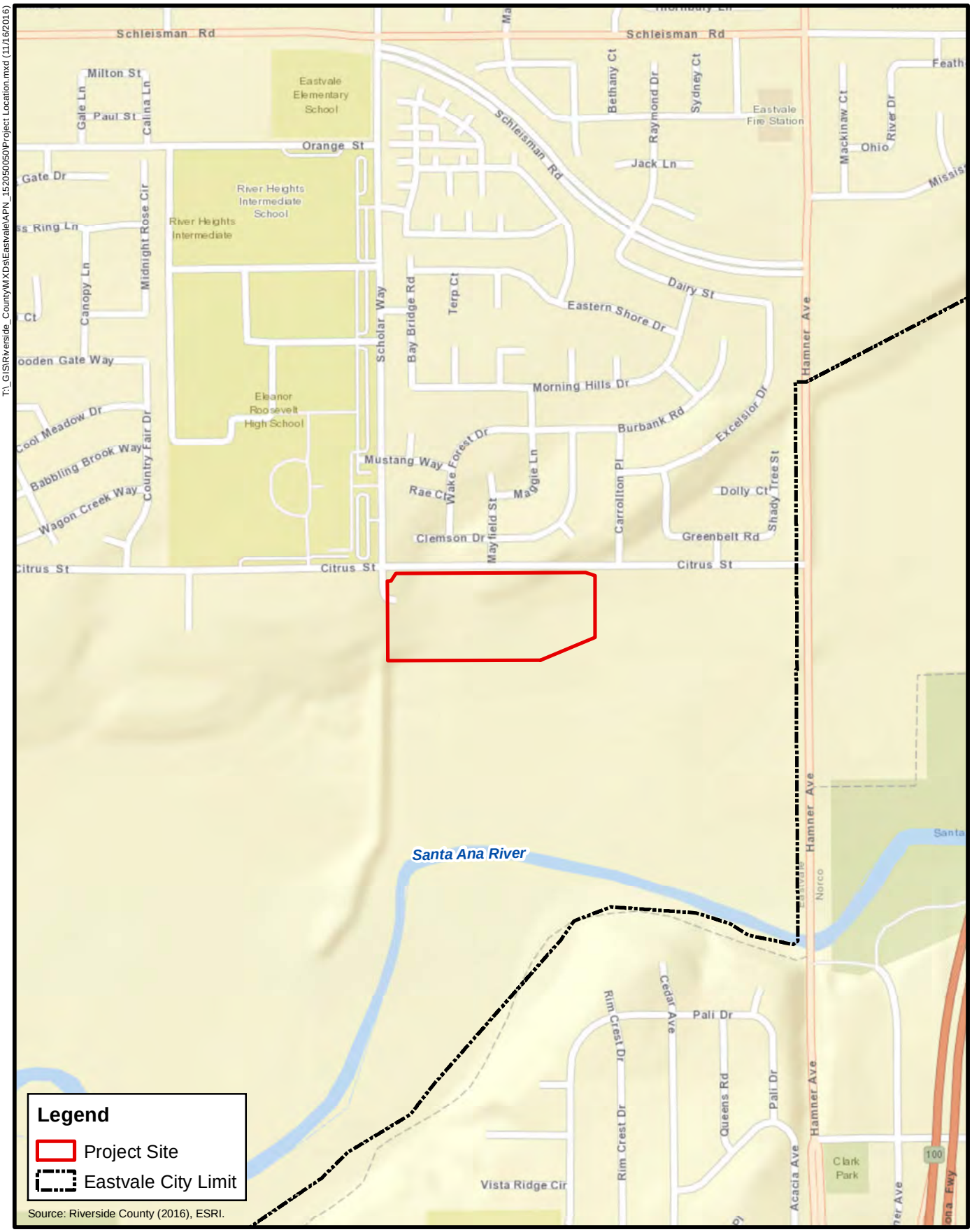


0 0.5 1
MILES

FIGURE 1
Regional Location

Michael Baker INTERNATIONAL

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Project Location.mxd (11/16/2016)

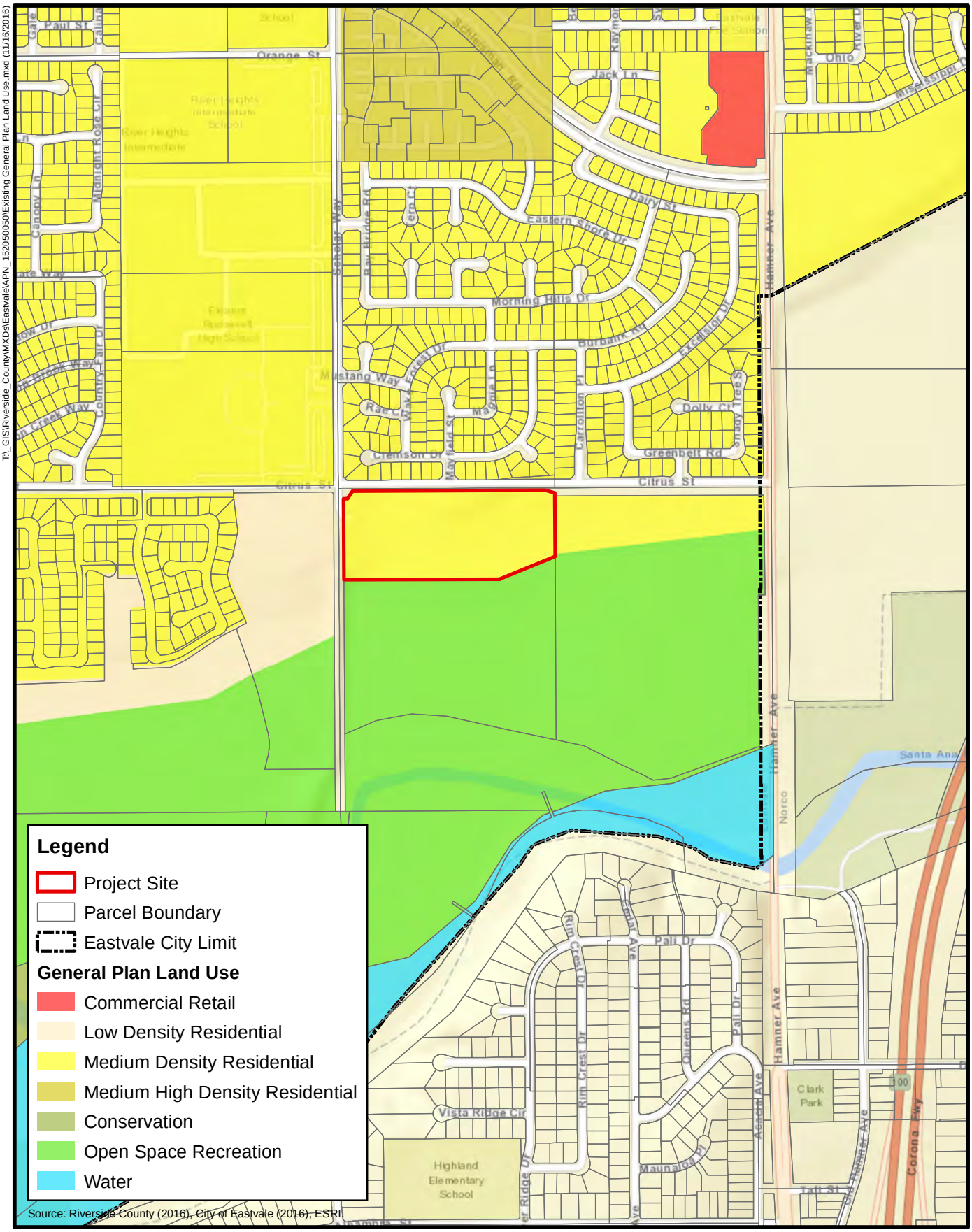


Source: Riverside County (2016), ESRI.

0 500 1,000
FEET

FIGURE 2
Project Location

Michael Baker INTERNATIONAL



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FEET

FIGURE 3
Existing General Plan Land Use

Michael Baker INTERNATIONAL

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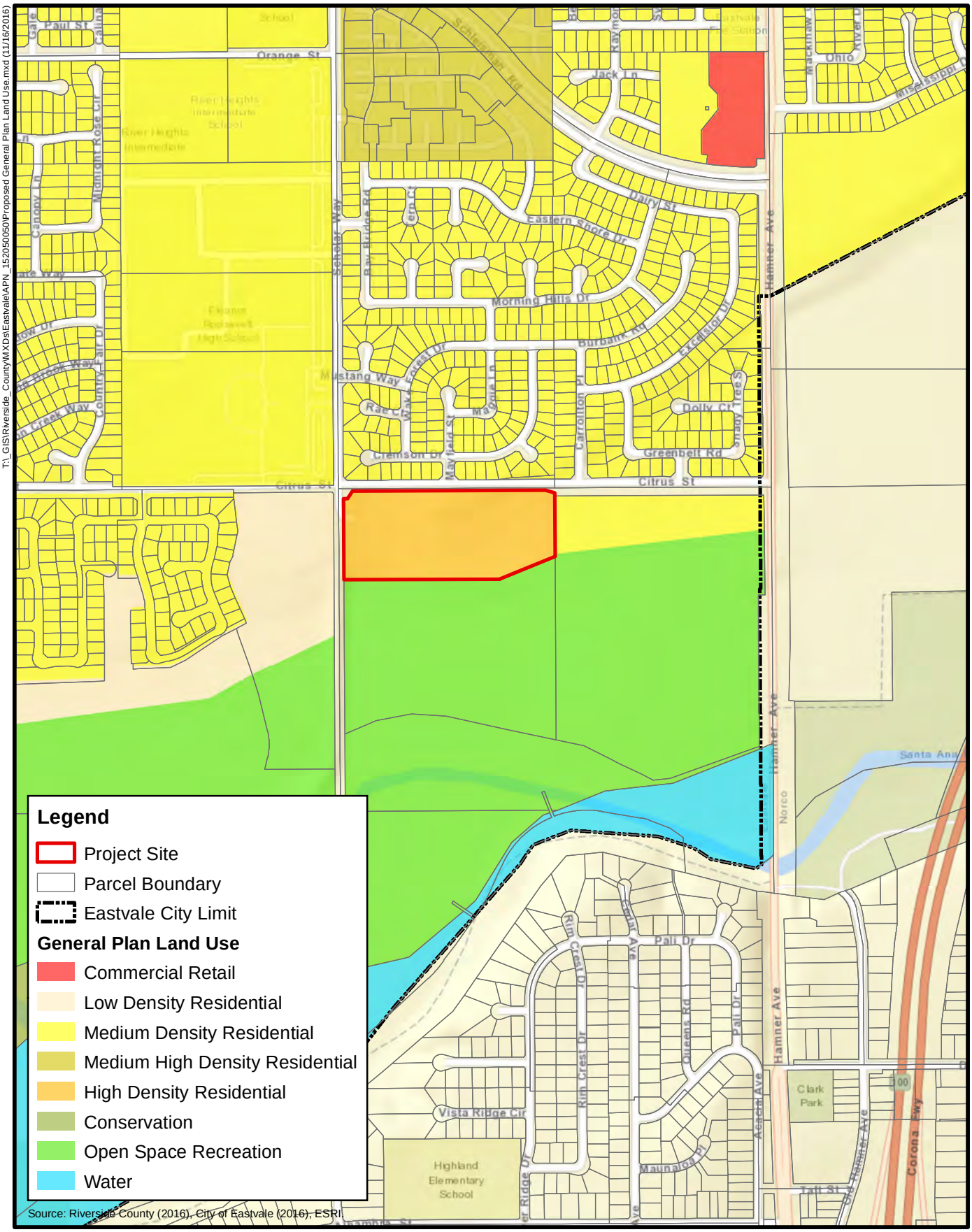
T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Proposed General Plan Land Use.mxd (11/16/2016)


Legend
Project Site
Parcel Boundary
Eastvale City Limit
General Plan Land Use
Commercial Retail
Low Density Residential
Medium Density Residential
Medium High Density Residential
High Density Residential
Conservation
Open Space Recreation
Water
Source: Riverside County (2016), City of Eastvale (2016), ESRI
Paul St
Orange St
Jack Ln
Ohio
Mississippi
Dairy St
Eastern Shore Dr
Morning Hills Dr
Burbank Rd
Excelsior Dr
Mustang Way
Rae Ct
Mayfield St
Carrollton Pl
Dolly Ct
Shady Tree S
Greenbelt Rd
Citrus St
Hamner Ave
Scheer Way
Bay Bridge Rd
Midnight Rose Cir
Canopy Ln
Country Fair Dr
Santa Ana
Norco
Pali Dr
Rim Crest Dr
Cedar Ave
Queens Rd
Acacia Ave
Vista Ridge Cir
Highland Elementary School
Clark Park
Maunalga Pl
Tati St
Corona Fwy
Old Hamner Ave
Ambrosia St
Ridge Dr
Ave
Canyon Ln
Way
Dr
Creek Way
Creek Way
Dr
Ln
Cir
Cir
Dr
Dr
Rd
Rd
Dr
Dr
Dr

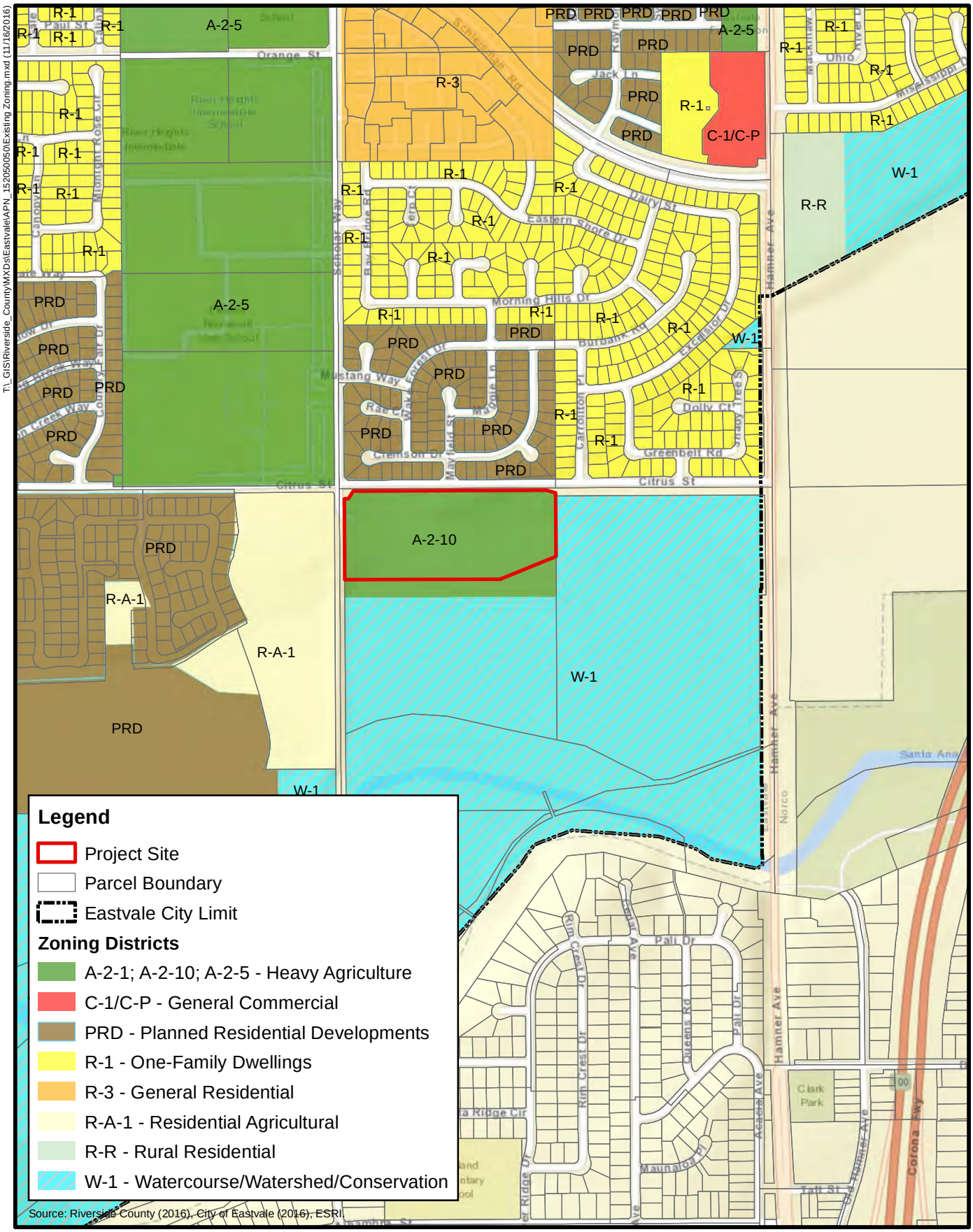


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FIGURE 5
Existing Zoning Districts

Michael Baker INTERNATIONAL

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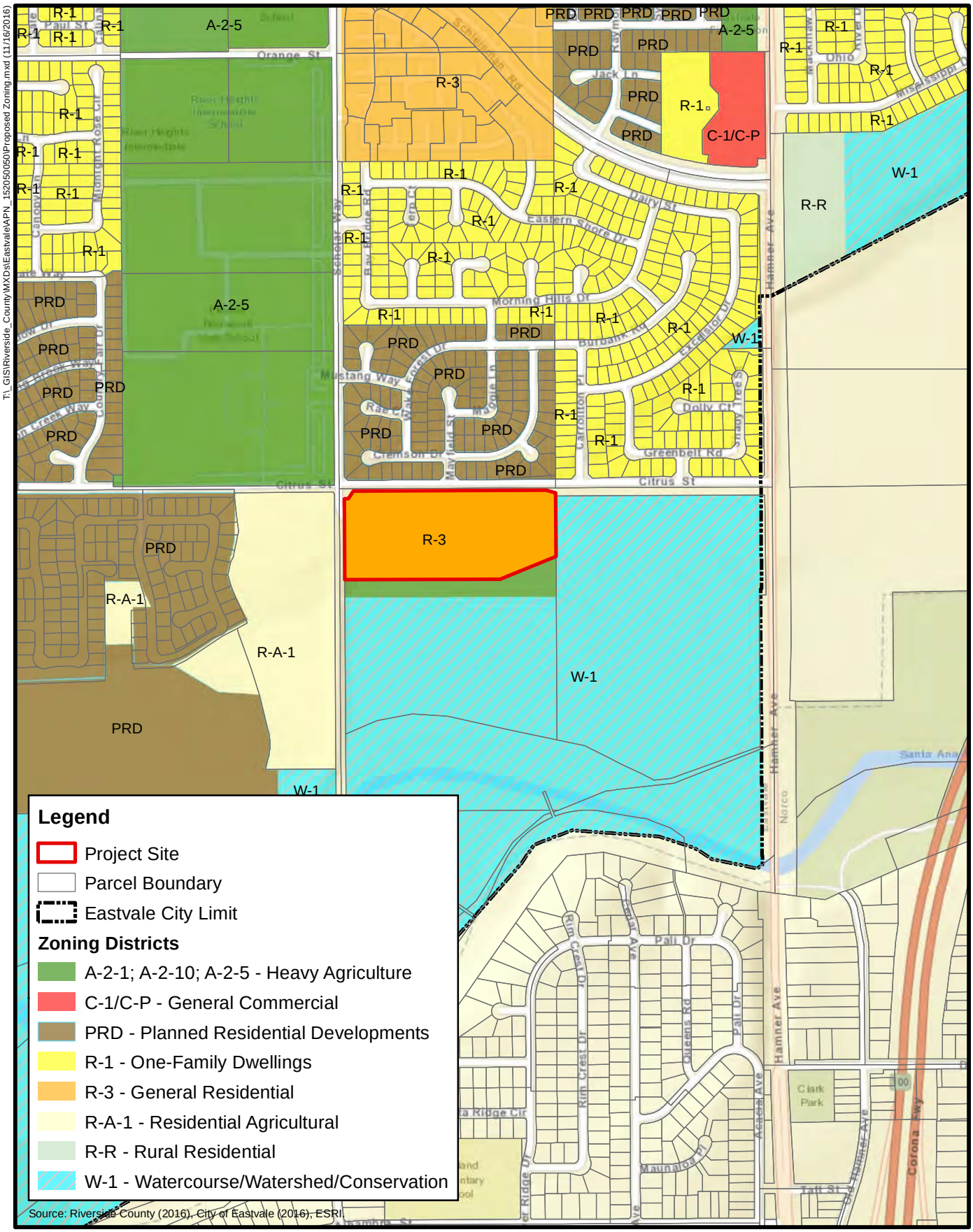

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FIGURE 6
Proposed Zoning Districts

Michael Baker INTERNATIONAL

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T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Existing Land Use.mxd (11/16/2016)

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FIGURE 7
Aerial Photo

Michael Baker INTERNATIONAL

II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

As shown in **Figure 3**, the City of Eastvale General Plan land use designation for the project site is Medium Density Residential (MDR), which is intended for single-family detached and attached residences and community centers.

The project site is zoned Heavy Agriculture (A-2-10), which allows limited agricultural uses (Figure 5). The City's General Plan was adopted in 2012. The City inherited the County of Riverside Zoning Code (Ordinance 348) upon incorporation in 2010, which was replaced with the adoption of an updated Zoning Code in 2013. The Zoning Map has been amended for a small number of development projects but has not been comprehensively revised since 2010.

Both the General Plan and Zoning Code can be found on the City's website at www.eastvaleca.gov.

B. PHYSICAL SETTING

The project site is partially developed and contains a single-family residence. The majority of the site has been disturbed due to previous agricultural activities. The vegetation on the site consists of urban/residential vegetation in the proximity of the abutting residential and open space uses. The project site is located to the north of the Santa Ana River, and the river's floodplain traverses the southern portion of the site.

The project site is near residential uses to the north (across Citrus Avenue, approximately 100 feet away) to the south (across the Santa Ana River, approximately 1,900 feet away).

Property to the west of the site is developed with one home; the land is zoned R-A, Residential Agriculture.

Eleanor Roosevelt High School is located northwest of the site.

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1.	**Project Title**	Van Leeuwen General Plan Amendment and Change of Zone (City of Eastvale projects 16-00029 and 16-00030)
2.	**Lead Agency Name and Address**	City of Eastvale 12363 Limonite Avenue, Suite 910 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Eric Norris; (530) 903-5694
4.	**Project Location**	15.77 acres located southeast of the intersection of Scholar Way and Citrus Street (APN 152-050-050)
5.	**Project Sponsor Name and Address**	William A. and Delores M. Van Leeuwen Family Trust 2201 Dupont Drive, Suite 300 Irvine, CA 92612
6.	**General Plan Designation Existing**	Medium Density Residential (MDR)
	General Plan Designation Proposed	High Density Residential (HDR)
7.	**Zoning Existing**	Heavy Agriculture (A-2-10)
	Zoning Proposed	General Residential (R-3)
8.	**Description of Project**	General Plan Amendment from Medium Density Residential (MDR) to High Density Residential (HDR) and Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to be consistent with the proposed General Plan land use designation

9. Surrounding Land Use Designations (see Figure 7)

North	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Development (PRD)
East	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Watercourse/Watershed/Conservation (W-1)
South	Land Use Designation	Open Space Recreation (OS-R)
	Zoning	Watercourse/Watershed/Conservation (W-1)
West	Land Use Designation	Low Density Residential (LDR)
	Zoning	Residential Agricultural (R-A-1)

10. Other Required Public Agency Approval

None identified

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative

December 7, 2016

Signature

Date

Eric Norris, Planning Director

IV. ENVIRONMENTAL ANALYSIS

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

DISCUSSION

a) **No Impact.** Scenic vistas include natural features such as topography, watercourses, rock outcrops, natural vegetation, and man-made alterations to the landscape. The project's surrounding vicinity is developed and suburban (see **Figure 7**) in nature and consists of typical residential development and open space. The project site does not contain unique visual features that would distinguish it from surrounding areas.

Future development consistent with the proposed land use and zoning changes would result in a more intensively developed project site. However, there are no scenic vistas identified in the General Plan on or near the proposed project site. Therefore, the project would have no impact on scenic vistas.

b) **No Impact.** The project site is not located in the vicinity of any highways that have been officially designated or are eligible for designation as a state scenic highway (Caltrans 2011). In addition, the project site does not include any scenic resources such as trees, rock outcrops, or historic buildings (see **Figure 7**). No impact to scenic resources is anticipated.

c) **Less Than Significant Impact.** The project consists of a General Plan Amendment to update the Land Use Map (General Plan Figure LU-1) and land use designation to reflect the previously approved GPA No. 918. While no new development is proposed as part of the GPA or COZ, future development would be more intensive than under the current designation. However, impacts on the visual character or quality would be similar in nature, and consistent with visual impacts associated with residential development. Therefore, impacts to visual character or quality would be less than significant.

d) **Less Than Significant Impact.** The project site is partially developed and does not generate any light or glare. The GPA and COZ would ultimately allow a more intensive land use density on the project site. However, lighting and glare associated with future development would remain consistent with that of residential development and subject to City development requirements. Therefore, impacts related to a new source of light or glare would be less than significant.

e) **No Impact.** As stated in Ordinance 655, lighting is only considered to be a potential impact to the Palomar Observatory if the project site is located in Zone A (within 15 miles of the observatory) or Zone B (within 45 miles of the observatory). The project site is not located within either Zone A or Zone B. In fact, the proposed project site is located approximately 57 miles from the observatory and therefore is not subject to the lighting restrictions in Ordinance 655. As such, no impact will occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

2. AGRICULTURE AND FORESTRY RESOURCES. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓	
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			✓	
d)	Result in the loss of forestland or conversion of forestland to non-forest use?			✓	
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?			✓	
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					

DISCUSSION

a) **Less Than Significant Impact.** The project site is designated as Farmland of Local Importance, Farmland of Statewide Importance, and Prime Farmland (California Department of Conservation 2016). The project site is currently 15.77 acres of partially developed land. The proposed project would change the site's land use designation to allow high-density residential uses. The City's General Plan anticipates that the conversion of agricultural land use to nonagricultural uses through General Plan implementation throughout the City. The existing land use designation of Medium Density Residential, already anticipates future conversion of the project site from agriculture to housing, and the change from Medium to High Density Residential does not change or exacerbate this condition. The proposed project is a land use policy change that does not propose any development. Therefore, the project's impacts would be less than significant.

b) **Less Than Significant Impact.** The project site is currently zoned Heavy Agriculture (A-2-10). The project would include a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3). The General Residential (R-3) zone permits the foreseeable development of single-family and multiple-family homes, which would be consistent with the City of Eastvale's General Plan Policy LU-14. This policy promotes the clustering of residential designations and allows density of a particular land use designation to be clustered in one portion of the site in smaller lots.

As stated in the Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. The land that surrounds the project site consists of single-family residential, a school facility, and an existing park. Therefore, the zone change would promote Policies LU-14 and AQ-39, while being consistent with surrounding land use designations.

The site is designated Medium Density Residential in the Eastvale General Plan and would be converted to High Density Residential. The site is not operated under a Williamson Act contract with any local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. Therefore, impacts would be less than significant.

c–e) **Less Than Significant Impact.** The project site is not located within an agricultural preserve. The parcel to the northwest of the site is zoned Heavy Agriculture–5-Acre Minimum (A-2-5); however, it does not contain active agricultural uses and has been fully developed as a high school campus. The land uses surrounding the project site do not include active agricultural activities and are primarily residential and recreational. Therefore, the project is not anticipated to result in other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project site is located in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.

To reduce emissions of criteria pollutants for which the SoCAB is in nonattainment, the SCAQMD adopted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The pollutant control strategies in the 2012 AQMP are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's Air Quality Management Plan.

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

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Eastvale General Plan is considered to be consistent with the AQMP. As previously stated, the project proposes a General Plan Amendment to redesignate the project site from Medium Density Residential, which allows 2.1 to 5 dwelling units per acre, to High Density Residential, which allows 8.1 to 14 dwelling units per acre. This proposed General Plan Amendment to redesignate the project site would allow residential development that would be denser than is allowed under the existing land use designation by more than 140 additional units.

However, according to the traffic impact analysis prepared for the project (Urban Crossroads 2016), the proposed project would result in an increase of approximately 1,370 daily trips compared to the current land use designation. The AQMP estimates a total of 396 million vehicle miles traveled (VMT) daily in the SoCAB in 2023. The average one-way work-trip length in the SoCAB is 16 miles (SCAQMD 2014). Therefore, assuming each of the 1,370 additional daily traffic trips spanned 16 miles, the result would be 21,920 daily VMT, which is an increase of 0.005 percent of the estimated daily VMT in 2023.

Although the project would result in an increase in the number of trips compared to that considered in the Air Quality Management Plan, the resultant VMT from trips generated by the project would not constitute a substantial increase in vehicle miles traveled from the number originally anticipated. As a result, the project would not conflict with the AQMP. Therefore, impacts would be less than significant.

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

Construction Emissions

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

Dust (PM_{10}) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called fugitive emissions. Fugitive dust emission rates vary as a function of many parameters (e.g., soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation). All development projects in Eastvale, including the proposed project, are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts pursuant to Eastvale General Plan Policy AQ-37 and SCAQMD Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

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

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

- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

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

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

Impacts assume compliance with applicable SCAQMD rules. The SCAQMD rules that are currently applicable during construction activity for this project include but are not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186/1186.1 (Street Sweepers). Rules 1113 and 403 are quantified in the emissions model.

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1, a statewide land use emissions computer model designed to provide a uniform platform

for use by government agencies, land use planners, and environmental professionals. This model was developed in coordination with the SCAQMD and is the most current emissions model approved for use in California by various other air districts. The estimated maximum daily construction emissions are summarized in **Table 3-1**.

TABLE 3-1
MAXIMUM SHORT-TERM CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Construction Phase	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Year One	6.98	72.61	45.63	0.07	7.96	5.48
Year Two	11.55	53.49	47.39	0.08	4.47	3.33
Year Three	10.63	46.62	45.08	0.08	3.95	2.85
Maximum Daily Emissions	**11.55**	**72.61**	**47.39**	**0.08**	**7.96**	**5.48**
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

*Source: CalEEMod, version 2016.3.1. See **Appendix 1**.*

As shown in **Table 3-1**, construction activity emissions would not exceed the numerical thresholds established by the SCAQMD for any criteria pollutants. Thus, a less than significant impact would occur.

CONSTRUCTION LOCALIZED SIGNIFICANCE ANALYSIS

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

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of a given project are above or below state standards. In the case of CO and nitrogen oxides (NOx), if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants.

The SCAQMD established localized significance thresholds in response to the district's governing board's Environmental Justice Initiative I-4, which was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD's (2008) Localized Significance Threshold Methodology. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses.

LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The project site is located in SCAQMD SRA 22. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter ≤10 microns (PM_{10}), and particulate matter ≤ 2.5 microns ($PM_{2.5}$).

The SCAQMD look-up tables are intended for projects less than or equal to 5 acres in size and provide standards for projects that are 1, 2, and 5 acres. **Table 3-2** is used to determine the maximum daily disturbed acreage for purposes of modeling localized emissions. While the proposed project site is approximately 15.77 acres, based on the data shown in **Table 3-2**, development of the site could actively disturb approximately 3.5 acres per day during site preparation and 5 acres per day during the grading phase of construction (CalEEMod version 2016.3.1). Therefore, 3.5 acres was extrapolated using the information provided from 1-, 2-, and 5-acre sites in the look-up table to identify the site preparation standard. For the grading standard, the 5-acre standard in the look-up table was used for the 5 acres of grading.

TABLE 3-2
MAXIMUM DAILY DISTURBED ACREAGE

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractors	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	1.5
Total acres graded per day during site preparation					**3.5**
Grading	Rubber-Tired Dozers	1	0.5	8	0.5
	Crawler Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Excavators	2	0.5	8	1.0
	Scrapers	2	1.0	8	2.0
Total acres graded per day during grading					**5.0**

Source: CalEEMod, version 2016.3.1

Certain populations are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather are defined as sensitive receptors.

The nearest sensitive receptors are the single-family residential communities to the north across Citrus Street, approximately 20 meters (65 feet) from the project site. Notwithstanding, the SCAQMD methodology explicitly states, “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Therefore, LSTs for receptors located at 25 meters were used in this analysis. **Table 3-3** identifies the localized impacts at the nearest receptor location in the project vicinity.

TABLE 3-3
LOCALIZED SIGNIFICANCE SUMMARY – ON-SITE CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Construction Phase		NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation Emissions	Maximum Daily Emissions (on-site)	54.18	23.91	7.86	5.45
	SCAQMD Localized Threshold	**275.00**	**840.50**	**9.00**	**6.50**
	Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading Emissions	Maximum Daily Emissions (on-site)	72.51	40.65	5.60	3.99
	SCAQMD Localized Threshold	**337.00**	**674.00**	**12.00**	**8.00**
	Threshold Exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod, version 2016.3.1. See **Appendix 1***

Emissions during the site preparation phase and grading phase of construction activity would not exceed the applicable thresholds for any criteria pollutant. Therefore, a less than significant impact would occur.

Operational Emissions

Operational activities associated with future project site development would result in emissions of reactive organic gases (ROG), NOx, CO, sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from area source emissions such as landscaping equipment and some consumer products, and mobile source emissions (tailpipe emissions from vehicles).

Emissions were calculated using CalEEMod, version 2016.3.1, assuming compliance with applicable SCAQMD rules. The SCAQMD rules currently applicable during operations for this project include SCAQMD Rule 445 (Wood-Burning Devices), which states that no person shall permanently install a wood-burning device into any new development. Operational emissions are summarized in **Table 3-4**. Projected emissions associated with proposed operations are compared to the allowable development under the current General Plan land use designation, which would allow a maximum of 80 residential units.

TABLE 3-4
LONG-TERM OPERATIONAL EMISSIONS

Source	Emissions					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions (Pounds per Day)						
Proposed Project Development Potential	11.56	43.35	88.73	0.26	16.29	4.89
Existing Development Potential	4.13	15.49	31.71	0.09	5.82	1.75
Net Increase in Emissions	**7.43**	**27.86**	**57.02**	**0.17**	**10.47**	**3.14**
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions (Pounds per Day)						
Proposed Project Development Potential	10.75	43.64	79.59	0.24	16.29	4.89
Existing Development Potential	3.84	15.60	28.44	0.08	5.82	1.75
Net Increase in Emissions	**6.91**	**28.04**	**51.15**	**0.16**	**10.47**	**3.14**
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix 1** for emission model outputs*

As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, impacts would be less than significant.

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-1, 3-3,** and **3-4**).

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

d) **Less Than Significant Impact.** The potential impact of air pollutant emissions resulting from residential development on the project site at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term healthcare facilities, rehabilitation centers,

and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

As discussed in Issue b) above, results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, existing sensitive receptors would not be subject to significant air toxic impacts during construction on the project site. Results of the LST analysis indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Diesel Particulate Matter

In April 2005, CARB released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter, which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel particulate matter exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located approximately 2,758 feet east of the project site). Therefore, the site is located beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

An analysis of CO "hot spots" is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

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

The proposed project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of the 1992 CO hot-spot analysis. Consequently, at buildout of the project, none of the intersections in the vicinity of the proposed project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the project area's meteorology to conclude that the intersections would yield higher CO concentrations if modeled in detail.

The SoCAB has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the CO standard. Historical air quality data show that existing CO levels for the project area and the general vicinity do not exceed either state or federal ambient air quality standards. The CO concentrations in the project area are much lower than the federal and state carbon monoxide standards. The proposed project would not result in any significant increase in CO concentrations at nearby intersections. Therefore, project-related traffic would not significantly affect local CO levels under future year conditions, and the CO concentrations would be below the state and federal standards. No significant impact on local CO levels would occur. Pollutant emissions from project operation, also calculated with CalEEMod, would not exceed the SCAQMD thresholds for any criteria pollutants. LSTs would not be exceeded by long-term emissions from operation of the project. Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to CO emissions would be less than significant.

e) **Less Than Significant Impact**.

The proposed project does not contain land uses typically associated with emissions of objectionable odors.

Potential odor sources may result in the short term from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature; would cease on completion of the respective phase of construction activity; and would not affect a substantial number of people. Therefore, odor emissions are considered less than significant.

Refuse associated with future residential development would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Future development on the site would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odor impacts associated with the proposed project's construction and operations would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project site has been disturbed by previous agricultural activity. It is not anticipated that future development of the project site would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. The GPA and COZ would allow future development of higher density residential development, compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** Previous biological evaluations prepared for Riverside County review of the project site in 2009[2] concluded that there were no riparian or riverine resources located on the project site. In addition, no fairy shrimp habitat or suitable burrowing owl habitat or narrow endemic plant species were identified. Since the time of these biological evaluations the site has remained in active use, so that biological conditions are not likely to have changed. Therefore, future development of the project site would not be expected to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. In addition, biological conditions would be confirmed in conjunction, and mitigation imposed if needed, in conjunction with any future development applications for the project site. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** Based on previous biological evaluations there are no vernal pools or riparian habitat present on the site. Therefore, future development of the project site would not be expected to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The project site is in an area that has been disturbed by agricultural and residential uses in the past. This parcel is partially developed and contains one single-family residence. Although wildlife currently can move freely throughout portions of the site, the parcel is not considered a corridor or constrained linkage area (Table 3-3 MSHCP). As such, future development would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

e) **Less Than Significant Impact.** The GPA and COZ would have no bearing on policies or ordinances protecting biological resources. Future development of the project site would be subject to biological review, including any future tree preservation policies or ordinances adopted at the time of consideration. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance Impacts would be less than significant.

f) **Less Than Significant Impact.** The project site is located within the plan area and subject to the Riverside County Multi-Species Habitat Conservation Plan (MSHCP), which protects and preserves

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[2] Biological Report and HANS 1917 Analysis in support of Riverside County Mitigated Negative Declaration for GPA No. 918, Environmental Assessment No. 41740, 2009.

certain habitats and species in the region.

The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells, which typically contain certain restrictions on development and land alterations. The project site is not located within a Criteria Cell, so there are no special conservation requirements on the property. The project site is, however, still subject to be reviewed for consistency with other aspects of the MSHCP. In addition, the project site is within a Mitigation Fee Area. Future development would be required to pay these fees to comply with the overlying MSHCP. While the project would allow for future development of high-density residential compared to the existing Medium Density Residential land use designation; however, a similar development footprint, applicability of the MSHCP, and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

5. CULTURAL RESOURCES. Would the proposed project:						
	Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓	
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓	
d)	Disturb any human remains, including those interred outside of dedicated cemeteries?				✓	
e)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
	i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			✓	
	ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.			✓	

DISCUSSION

a) **Less Than Significant Impact**. The project site has been partially developed and contains structures and features (residence, storage and shade structures, ponds, fencing, etc.) of unknown age. Thus, the site may contain historic resources that could be impacted by future development. Future development of the site is likely to make full use of the site irrespective of the change in density proposed by the project. Thus, the proposed project would not cause substantial adverse change in

the significance of a historical resource as defined in California Code of Regulations Section 15064.5. Therefore, the impacts would be less than significant.

b) **Less Than Significant Impact.** The project site has been highly disturbed and partially developed with a residence, pond, and internal roads and agricultural and other uses (i.e., storage containers on-site). Portions of the site soils are fully exposed, and the site is unlikely to feature intact archaeological features near the surface. However, buried archaeological resources may be present. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on buried resources. Future proposals for site development would be required to investigate potential archaeological conditions further and to notify the proper authorities should inadvertent archaeological finds be discovered during ground-disturbing activities. This is a standard requirement and not considered mitigation pursuant to CEQA. Therefore, the impacts would be considered less than significant.

c) **Less Than Significant Impact.** The project site has not been investigated by a professional paleontologist, so paleontological resources are presumed to be potentially present. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on buried resources. As such, the impacts would be less than significant.

d) **Less Than Significant Impact**. No known human remains are located on the project site; however, unknown remains could be disturbed by future development. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on unknown human remains. Future development would be required to follow procedures of conduct following the discovery of human remains on nonfederal lands as mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). Therefore, impacts would be less than significant.

e) **Less Than Significant Impact.** Consultation with tribes consistent with Public Resources Code Section 21074 has been initiated to confirm whether there are any tribal cultural resources of interest to tribes that have expressed an interest in projects in Eastvale. Through this process, tribes have the opportunity to confirm whether any potential tribal cultural resources are likely to be present on the project site and cooperatively work with the City to address potential impacts. In addition, tribes will continue to be consulted with regard to specific development proposals considered at the project site. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a)

i) **Less Than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard (CGS 2015). An active fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that

pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy. The closest mapped active fault that could affect the site is the Chino-Central Avenue fault, located approximately 15 miles west of the subject site. The fault is capable of producing a maximum moment magnitude (Mw) of 6.7. Other known regional active faults that could affect the site include the Whittier, Elsinore-Glen Ivy, San Jose, Cucamonga, Sierra Madre, San Jacinto-San Bernardino segment, and Puente Hills faults. No active or potentially active faults have been previously mapped across the project site, and the site is not located in a current Alquist-Priolo Earthquake Fault Zone. The potential for fault ground rupture at the site is considered very low. As such, impacts are considered less than significant.

ii) **Less Than Significant Impact.** The site is located in Southern California, which is an active seismic area. The project site is located in an area of very high general ground shaking risk. Future residential development of the project site would be required to comply with the California Building Code and to take into consideration site specifics pertinent to ground shaking risks. Impacts would be less than significant.

iii) **Less Than Significant Impact.**

Liquefaction (Above Groundwater). The project site is located in an area mapped with a very high potential for liquefaction in the Riverside County Land Information System (RCLIS) (2016). If a subsequent liquefaction analysis determines that on-site liquefaction potential is high, recommendations will be incorporated into the design of future development to prevent hazards associated with liquefaction. In the presence of strong ground motion, liquefaction hazards are likely to occur in saturated, cohesionless soils. Common methods to reduce or eliminate liquefaction potential include densification methods, removal and replacement, or permanent dewatering. Future development proposals would be subject to review and comment by the County Geologist. Future development would be required to comply with California Building Code (CBC) requirements pertaining to high-density residential development, which would mitigate the potential impact to less than significant. Because CBC requirements are applicable to all commercial and residential development, they are not considered mitigation for CEQA implementation purposes. Impacts would be less than significant.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. The project site is located in an area susceptible to subsidence, but not located near any documented areas of subsidence. CBC requirements pertaining to future high-density residential development would mitigate the potential impact to less than significant.

iv) **Less Than Significant Impact.** The topography on the project site slopes gently toward the Santa Ana River, with few significant slopes. Adjacent areas are similarly situated and substantially developed and thus are not expected to be sources of landslides. On-site soil conditions would be required to be investigated as part of any specific future development proposals, and developments would be designed with consideration of CBC requirements for the site-specific conditions. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** The project proposes a change in residential density and does not involve a specific development whose construction could create erosion and soil loss. Future development associated with the project site would be subject to compliance with the requirements

set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction, which requires the implementation of a stormwater pollution prevention plan, including erosion control measures. Therefore, the impacts would be less than significant.

c) **Less Than Significant Impact.**

Soil Compressibility. Soil compressibility refers to a soil's potential for settlement (or decrease in volume) when subjected to increased loads such as from a fill surcharge. Compacting organic-rich soils is inadvisable, as it is difficult to obtain sufficient compaction to support foundations, and the soil will settle as the organic material decays. The proposed project does not include ground-disturbing activity; therefore, the impacts are considered less than significant.

Subsidence. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. According to the RCLIS (2016), the project site is located in an area susceptible to subsidence.

All future development on the site would be required to comply with Chapter 33 of the California Building Code related to grading and excavation, other applicable building regulations, and standard construction techniques. The displacement of soil through cut and fill will be controlled by CBC Chapter 33 related to grading and excavation. Modern engineering practices and compliance with established building standards, including the CBC, which require special design and construction methods, would reduce impacts to a less than significant level.

d) **Less Than Significant Impact.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. The project site may be underlain by expansive soil; however, CBC requirements pertaining to future residential development will mitigate the potential impact to less than significant. The project does not include new residential development and would not be breaking ground. As CBC requirements are applicable to all residential development, they are not considered mitigation for CEQA implementation purposes. Therefore, impacts would be less than significant.

e) **No Impact.** If future development is proposed on the site, this development would be served by the municipal sewer system of the Jurupa Community Services District (JCSD). No impacts are identified for this issue area.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** There is scientific consensus that the contribution of greenhouse gas (GHG) emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986–2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5–8.6 degrees Fahrenheit [°F]) by the end of the twenty-first century (2081–2100), depending on future GHG emission scenarios (IPCC 2014). According to the California Natural Resources Agency (2012), temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100. Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill (AB) 32, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020.

Construction and operation associated with future development of the project site would generate GHG emissions, with the majority of energy consumption and associated generation of GHG emissions occurring during operation (as opposed to during construction). During future construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHG emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. Operational activities associated with the proposed project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; solid waste; and water supply, treatment, and distribution.

Area sources would result in GHG emissions generated from landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category includes lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain landscaping. Area sources would also result in GHG emissions generated from the combustion of wood or biomass and are considered biogenic emissions of CO_2. However, the project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development. Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions

directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

GHG emissions would also result from mobile sources associated with future development. These mobile source emissions will result from the typical daily operation of motor vehicles by future residents. Mobile source emissions are dependent on overall daily vehicle trip generation. Residential land uses would result in the generation and disposal of solid waste. Waste is diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. GHG emissions from landfills are associated with the anaerobic breakdown of material. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater; this amount of electricity depends on the volume of water as well as the sources of the water.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing operational GHG emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric "bright-line" thresholds, and (4) efficiency-based thresholds. The California Supreme Court decision in the *Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763) confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of greenhouse gases. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders 5-03-05 and B-30-15, Senate Bill (SB) 375, and the recently signed legislation of SB 32 will ultimately result in GHG emission reduction targets for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons per year of carbon dioxide equivalent (CO_2e) for land use projects. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed

to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the California Governor's Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations. The numeric bright line was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction (amortized over 30 years pursuant to SCAQMD guidance) and operation are shown in **Table 7-1**. Projected GHG emissions associated with proposed operations are compared to the allowable development under the current General Plan designation, which includes 80 residential units.

TABLE 7-1
GREENHOUSE GAS EMISSIONS – PROJECT OPERATIONS (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Proposed Development Potential	
Annual construction-related emissions amortized over 30 years	41
Area Source (landscaping, hearth)	53
Energy	760
Mobile	3,637
Waste	52
Water	113
Total	**4,656**
Existing Development Potential	
Annual construction-related emissions amortized over 30 years	33
Area Source (landscaping, hearth)	19
Energy	272
Mobile	1,300
Waste	19
Water	40
Total	**1,683**
Increase	
Annual construction-related emissions amortized over 30 years	8
Area Source (landscaping, hearth)	34
Energy	488
Mobile	2,337
Waste	33
Water	73
Total	**2,973**
SCAQMD Potentially Significant Impact Threshold	3,000
Exceed SCAQMD Threshold?	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix 2** for emission model outputs.*

As shown, GHG emissions projected to result from both construction (amortized over 30 years pursuant to SCAQMD guidance) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold. The impact is therefore considered less than significant.

b) **Less Than Significant Impact**. Although the City of Eastvale has not adopted a GHG reduction plan, the project would be below the SCAQMD's greenhouse gas threshold (see Issue a) above). Furthermore, as previously mentioned, AB 32 is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In addition, statewide goals for GHG reductions in the years beyond 2020 have been recently codified into state law with the passage of SB 32. Signed into

law on September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this Initial Study, however, no specific policies or emissions reduction mechanisms have been established.

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in **Table 7-2**. As shown in **Table 7-1**, GHG emissions resulting from development-related mobile sources are a major source of emissions. Therefore, project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the State.

As shown in **Table 7-2**, the project would not conflict with any components of the RTP/SCS. The impact is therefore considered less than significant.

TABLE 7-2
CONSISTENCY WITH SCAG'S REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY GOALS

SCAG Goals	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in Eastvale are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Eastvale are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Eastvale, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Eastvale.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Eastvale.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid	Consistent: The City of Eastvale monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (e.g., Riverside County Transportation Department,

SCAG Goals	Compliance with Goal
recovery planning, and coordination with other security agencies.	Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project proposes a High Density Residential land use designation and General Residential zoning; therefore, the project will not create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials.

Through implementation of conditions of approval applied to future development and standard City requirements, the impact from hazardous materials is considered less than significant.

b) **Less Than Significant Impact.** The project proposes a change in land use designation that would allow high-density residential land uses. These uses may result in the use and disposal of substances such as household cleaning products, fertilizers, pesticides, automotive fluids, etc., but the nature and volume of such substances associated with the residential uses would not present the potential to create a significant public or environmental hazard. Impacts would be less than significant.

c) **Less Than Significant Impact.** Eleanor Roosevelt High School is located 0.4 mile northwest of the project site (Google Earth 2014). The project proposes an amendment to the General Plan land use designation from Medium Density Residential to High Density Residential and a Change of Zone from Heavy Agriculture to General Residential. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous material. The project does not include proposed developments that would emit or handle hazardous materials. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The project site is not located on the State of California Hazardous Waste and Substances Sites List published by the California Department of Toxic Substances Control (2016). The site's historic use is associated with agriculture and thus was potentially subject to the routine use of hazardous materials associated with agricultural activities, such as fuel and oil used to operate machinery, paints and solvents used to maintain facilities, and pesticides and fertilizers associated with cultivation. Future development would likely require further investigation of the potential for existing hazardous material releases, and remediation, if needed, prior to development. The proposed change in land use and zoning to high-density residential would have no bearing on these conditions. Therefore, project impacts would be less than significant.

e, f) **Less Than Significant Impact**. The project is not located within 2 miles of a public airport or public use airport, or a private airstrip or heliport. Future development of the project site would not result in a safety hazard for people residing or working in the project area. The project site is located approximately 6 miles from the Chino Airport and is not in the Chino Airport Influence Area. Therefore, impacts would be less than significant.

g) **Less Than Significant Impact.** The project proposes a High Density Residential land use and would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Therefore, impacts would be less than significant.

h) **Less Than Significant Impact.** The project site is not designated as a high fire hazard area (RCLIS 2016). The site is also located in an urbanizing area, further reducing the threat of exposure to wildfire. The surrounding parcels do not contain wildlands. It is not likely that people or structures would be exposed to significant risk of loss, injury, or death involving fires. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

Floodplain review is required on the majority of the site. The site is also located within the Santa Ana River Corridor Policy Area (SAPA). Of particular relevance here is the fact that the proposal to increase the height of the Prado Dam would cause inundation of land below an elevation of 566 feet in this area, and much of the site lies between the 560- and 580-foot elevation contours. Among SAPA policies relevant to

the site are the following: (1) protect the multipurpose open space attributes of the Santa Ana River Corridor through adherence to policies in the Flood & Inundation Hazards section of the Safety Element, the MSHCP section of the Multipurpose Open Space Element, and the Open Space, Habitat & Natural Resource Preservation section of the Land Use Element; (2) require development, where allowable, to be set back an appropriate distance from the top of bluffs to protect the natural and recreation values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods; (3) minimize the disruption of sensitive vegetation and species, especially, in and near the 566-foot elevation contour; and (4) preserve areas subject to erosive flood in a natural state.

a) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone would not violate any water quality standards or waste discharge requirements. Future development at this density would be subject to state and local requirements for water quality protection in conjunction with construction and site design. Therefore, impacts would be less than significant.

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

   The Jurupa Community Services District would provide water for the project site during construction, and after construction to any future residential development, through its established system and various water resources. Future development would not be anticipated to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** The project site does not contain any streams, rivers, or other drainage features. The proposed high-density residential uses would have the potential to alter the existing drainage pattern of the site or area. However, grading associated with future development would be required to be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area, outlet points, and outlet conditions. Substantial erosion or siltation on- or off-site is not anticipated. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create substantial additional sources of polluted runoff. Future development plans would be required to conform to current stormwater requirements including mirror predevelopment conditions for stormwater runoff volume and rate, use low impact design measures, and treat water quality prior to stormwater release. As a result, future development would not increase stormwater volumes. Thus, the impacts would be less than significant.

e) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to degrade water quality. As previously discussed, future development proposals would be required to satisfy local and state water quality requirements for development. Therefore, the impacts would be less than significant.

f, g) **Less Than Significant Impact.** A portion of the project site lies within a floodplain. Implementing projects would be required to be designed so that no housing is placed in the floodway area, and flood flows would not be impeded or redirected. In addition, future development proposals would be subject to City review for floodplain considerations. Therefore, impacts would be less than significant.

h) **Less Than Significant Impact.** The project site is not within a downstream dam inundation area whose failure could expose people or structures to flooding. A portion of the project site is within the Santa Ana River upstream inundation area for Prado Dam, a flood zone. Use of this portion of the site would be subject to flood review considerations/restrictions. Therefore, the impacts would be less than significant.

i) **No Impact.** The project site is not located near any large inland bodies of water or the Pacific Ocean so as to be inundated by seiches or tsunamis, nor is the project site located on or near steep slopes where rapid erosion could trigger mudflows. As such, no impact is associated with this issue area.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **No Impact.** The proposed land use designation of High Density Residential and zone of General Residential will not disrupt or divide the physical arrangement of an established community. Therefore, no impacts would occur.

b) **Less Than Significant Impact.** The project site is currently designated by the Eastvale General Plan as Medium Density Residential (MDR) and is zoned Heavy Agriculture (A-2-10). The project applicant is applying for a General Plan Amendment to change the site's land use designation to High Density Residential (HDR) and for a Change of Zone to revise the zoning to General Residential (R-3). Approval of these requests would amend the City's General Plan Land Use Map and Zoning Map and would result in consistency with these documents. Neither the current nor the proposed General Plan land use designation is designed to avoid or mitigate an environmental effect. Both designations are designed to allow urban uses. As stated in the City of Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. The proposed project has been reviewed by the City and was determined to fully comply with, or would not otherwise conflict with, all General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. The project is required to comply with all Eastvale Municipal Code chapters and sections. The following Eastvale Municipal Code chapters/sections were adopted for the purpose of avoiding or mitigating an environmental effect: 10.36 (Transportation Demand Management Program); 14.12 (Stormwater Drainage System Protection Regulations); 16.36 (Fly Control); 16.104 (Mobile Source Air Pollution Reduction Program); 110.60 (Earthquake Fault Area Construction Regulations); and 120.05.100 (Outdoor Displays, Sales, and Storage). Sections of the code that address environmental impacts are discussed in the relevant topic areas of this Initial Study. Further, the property is predominantly surrounded by urban uses and will not impact any adjacent plan for avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** The City of Eastvale participates in the Western Riverside County MSHCP. The plan establishes areas of sensitivity considered Criteria Areas or Cells, which require further review by the MSHCP implementing agency. Projects outside of these areas can proceed consistent with the provisions of other portions of the MSHCP and CEQA, and are subject to payment of an MSHCP Mitigation Fee. Eastvale Municipal Code Chapter 4.62 requires payment of MSHCP fees at the time a certificate is issued for the residential unit or development project or upon final inspection, whichever occurs first. Future development of the project site would require compliance with provisions of the MSHCP. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **No Impact.** There are no mineral resource recovery sites on the project site delineated in the Eastvale General Plan (2012a) or other land use plan of value to the region or to the residents of the state. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impacts would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (A-weighted decibels or dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.

- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.

- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response (FICON 1992).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

a) **Less Than Significant Impact.** The noise criteria identified in the City of Eastvale General Plan Noise Element (Table N-3) are guidelines to evaluate the land use compatibility of transportation and stationary related noise. The General Plan compatibility criteria provide the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. Table N-3 (Noise Compatibility by Land Use Designation) in the Eastvale General Plan lists guidelines to evaluate the acceptability of noise level impacts. Residential land uses, such as allowed on the project site and surrounding the project site, are considered *completely compatible* with exterior noise levels below 60 dBA CNEL and *tentatively compatible* with noise levels between 60 and 70 dBA CNEL.

The predominant noise source associated with future development on the project site would be traffic-generated noise. Similarly, traffic noise is the primary source of noise currently affecting the project area. Nonetheless, typical residential neighborhood noise sources such as heating and air conditioning systems and property maintenance (i.e., the operation of lawn mowers, garbage trucks, etc.) would be generated during operation of future residential development allowed under the project. Noise generated by such sources would occur on an intermittent basis, primarily during the day and evening hours and less frequently at night. Heating and air conditioning systems would be the primary stationary noise source associated with the proposed residential land uses. Large HVAC systems can result in noise levels that average between 50 and 65 dBA at 50 feet from the equipment. While the trash compactors on garbage trucks can reach noise levels of 90.1 dBA, this noise source is much more intermittent and short in duration. Section 8.52.020 of the City's Municipal Code exempts sound sources typically associated with residential uses and associated property maintenance, such as air conditioners, trash pickup, etc. (property maintenance involving noise-generating equipment is restricted to the hours between 7:00 a.m. and 8:00 p.m.).

Future traffic noise levels throughout the area surrounding the project site were modeled based on the traffic volumes identified by Urban Crossroads (2016) to determine the noise level contours along project area roadways (see **Appendix G**). **Table 12-1** compares the calculated peak-hour

roadway noise levels during existing conditions, with resultant traffic levels under the development potential of the existing land use designation, and with the development potential allowed under the proposed project.

TABLE 12-1
SUMMARY OF MODELED PEAK-HOUR TRAFFIC NOISE LEVEL CHANGES IN THE PROJECT VICINITY

Roadway Segment	CNEL at 75 Feet, dBA*		
	Existing Conditions	Existing Development Potential	Proposed Project Development Potential
Citrus Street			
West of Sumner Avenue	63.9	65.1	65.1
Between Sumner Avenue & Scholar Way	62.7	64.4	64.4
Between Scholar Way & Hamner Avenue	64.9	67.1	67.5
Sumner Avenue			
Between Schleisman Road & Citrus Street	62.1	65.0	65.0
Scholar Way			
Between Schleisman Road & Citrus Street	64.9	65.0	65.1
Hamner Avenue			
Between Schleisman Road & Citrus Street	66.8	69.1	69.2

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels

*Source: FHWA roadway noise prediction model (FHWA-RD-77-108), see **Appendix 3**.*

As shown in **Table 12-1**, noise levels on vicinity roadway segments currently fall with the range from 60 to 70 dBA CNEL, which is considered tentatively compatible noise levels for residential neighborhoods. According to the City General Plan, locating residential land uses in an area of tentatively compatible noise levels is permissible, though it requires a conditional use permit from the City. As further shown in **Table 12-1**, noise levels on vicinity roadway segments are also projected to fall within the range of 60 to 70 dBA CNEL as a result of developing the site under the current land use development potential as well as developing the site under the proposed land use development potential. General Plan Noise Element Policy N-4 requires noise-sensitive land uses proposed in areas where existing or projected future noise levels would be in excess of 65 CNEL to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. Policy N-11 requires developers of new residential uses that are placed in environments subject to existing or projected tentatively compatible noise levels to ensure that acceptable exterior and interior noise levels will be achieved. All future development on the project site would be required to adhere to the City's General Plan. Therefore, site plan–specific noise evaluation would be required for future development of the project site.

Since future development on the site will be responsible for ensuring that acceptable exterior and interior noise levels would be achieved, the project would not exposure of persons to or generate noise levels in excess of City noise standards. Impacts would be less than significant.

b) **Less Than Significant Impact.** Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through

the ground and diminishes in magnitude with increases in distance. This impact discussion uses the City General Plan vibration standard of 0.0787 peak particle velocity (inches per second). The nearest residential structure to the project site is located across Citrus Street to the north at approximately 75 feet. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Table 12-2 displays vibration levels for typical construction equipment within 75 feet.

TABLE 12-2
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (inches/second)	Peak Particle Velocity at 75 Feet (inches/second)
Large Bulldozer	0.089	0.016
Caisson Drilling	0.089	0.016
Loaded Trucks	0.076	0.014
Rock Breaker	0.059	0.011
Jackhammer	0.035	0.006
Small Bulldozer/Tractors	0.003	0.000

Source: FTA 2006; Caltrans 2004

Based on the vibration levels presented in **Table 12-2**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.016 inches per second (PPV) at 75 feet. Therefore, the use of construction equipment would most likely not result in a groundborne vibration velocity level above 0.0787 inches per second, and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this impact would be temporary and would cease completely when construction ends. Once the project is operational, the noise sources at the project site would not be a source of groundborne vibration. Impacts would be less than significant.

c) **Less Than Significant Impact.** In addition to reviewing proposed development for compliance with specific noise thresholds (Issue a), this analysis accounts for the increases in noise levels over both existing noise conditions and the noise conditions estimated for the current allowable potential development. As previously described, a change in level of at least 3 dBA is required before any perceptible change in community response would be expected. An increase of more than 3 dBA would therefore be considered a substantial increase in noise and would represent a significant impact.

As previously stated, the predominant noise source associated with future development on the project site would be traffic-generated noise. As shown in **Table 12-1**, all predicted increases in traffic noise levels associated with the project would be less than 3 dBA over both existing noise conditions and the noise conditions estimated for the current allowable potential development. Specifically, the development potential proposed by the change in land use density would increase traffic noise 0.4 dBA compared with the development potential currently allowed on the site. Furthermore, the development potential created by the project would increase traffic noise 2.9 dBA compared with existing conditions. Therefore, predicted traffic noise levels would not result in a

substantial increase in traffic noise levels along other primarily affected roadways. Impacts would be less than significant.

d) **Less Than Significant Impact.** During construction, implementation projects would temporarily increase noise levels. Noise levels can be created by the operation of heavy-duty trucks, backhoes, dozers, excavators, scrapers, and other heavy-duty construction equipment. **Table 12-3** lists the anticipated noise levels of construction equipment. The average noise levels presented in the table are based on the quantity, type, and acoustical use factor for each type of equipment that is anticipated to be used.

TABLE 12-3
MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor[1] (percent)	Maximum Noise (L_{max}) at 50 Feet (dBA)
Blasting	1	94
Crane	16	81
Dozer	40	82
Excavator	40	81
Generator	50	81
Grader	40	85
Other Equipment (greater than 5 horsepower)	50	85
Paver	50	77
Roller	20	80
Tractor	40	84
Truck	40	75
Truck	40	80
Welder	40	73

Source: FHWA 2006

[1] Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

As previously stated, residential uses are located directly north of the project site across Citrus Street. City General Plan Noise Element Policy N-23 requires that proposed new development adjacent to developed noise-sensitive lands uses submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. Therefore, a construction-related noise mitigation plan would be required for future development. It is also noted that temporary noise increases from construction are of short duration and temporary. Impacts would be less than significant.

e, f) **No Impact.** The proposed project site is beyond the Chino Airport Influence Area (RCALUC 2008). Therefore, while aircraft flyovers will be heard, such noise will not significantly impact the proposed project from a noise standpoint.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed project would amend the existing Medium Density Residential land use designation to High Density Residential, along with a Change of Zone. Thus, when developed, the project would allow an overall increase in the number of residential units. The existing Medium Density Residential designation would provide for up to 80 units, while the proposed High Density Residential designation would allow up to 224 units, an increase of 142 units, or 180 percent. The future construction of additional units would potentially induce population growth; however, the increase in units is not sufficient to be considered substantial. Therefore, impacts would be a less than significant.

b, c) **Less Than Significant Impact.** The project site is partially developed and contains one residence and several outbuildings. Future development consistent with the proposed High Density Residential land use designation would provide sufficient replacement housing in the event the single home on the site were to be removed. No other displacement would occur. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

i) **Less Than Significant Impact.** The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station in the city is Eastvale Fire Station #27, located at 7067 Hamner Avenue, approximately 0.9 mile northeast of the project site. Any potential future development would be conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City's development impact fees pursuant to Eastvale Municipal Code Chapter 110.28. Since the proposed project is not expected to result in unusual circumstances that may generate high demand for fire protection services, payment of the City's fees in conjunction with future development would fully mitigate any potential impact on Riverside County Fire Department facilities. Impacts would be less than significant.

ii) **Less Than Significant Impact.** Police protection services are provided by the Eastvale Police Department, under contract from the Riverside County Sheriff's Department. The nearest sheriff's station is the Jurupa Valley Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 12 miles northeast of the project site. The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of which could respond to any calls for service in Eastvale (City of Eastvale 2012b). The proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. In addition, any potential future development would be conditioned for the payment of the City's development impact fees pursuant to Eastvale Municipal Code Chapter 110.28. Payment of the City's fees would fully mitigate any potential impact on the Riverside County Sheriff's Department facilities. Impacts would be less than significant.

iii) **Less Than Significant Impact.** The proposed project site is located in the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Future applicants for development of new residential uses will be required to pay developer impact fees in the amount of $4.17 per square foot of inhabitable space or the fee at the time of building permit issuance (CNUSD 2012). The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the CNUSD. Impacts would be less than significant.

iv) **Less Than Significant Impact**. The proposed project site is in the Jurupa Community Services District (JCSD), which has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that adequate parkland and recreational facilities are made available to the residents of the proposed project and to the city as a whole. Any future development would be conditioned to comply with the payment of development impact fees as required by the City and other agencies. Impacts would be less than significant.

v) **Less Than Significant Impact.** The proposed project could result in an increase in the demand for other governmental services such as the economic development and other community support services commonly provided by the City. This impact would be fully mitigated through the payment of the appropriate City development impact fees. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **Less Than Significant Impact.** The proposed project site is in the Jurupa Community Services District. Future residents resulting from development of the project site would likely use community recreation facilities. However, future development would be required to contribute development fees that the district uses to development and maintain community recreation facilities. It is not anticipated that substantial physical deterioration of facilities would occur or be accelerated by the construction of future development. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

BACKGROUND

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads and is included as **Appendix 4** to this document.

Setting

The project is located on the southeast corner of the intersection of Scholar Way and Citrus Street in Eastvale. The City of Eastvale adopted its General Plan in June 2012. The roadway classifications and planned (ultimate) roadway cross sections of the major roadways in the city are identified in the General Plan Circulation Element. For instance, Urban Arterial Highways are high-speed/high-capacity roads that provide access to regional transportation facilities. Urban Arterial Highways are primarily for through traffic where anticipated traffic volumes exceed four-lane capacities and access from other

streets/highways should be limited to approximately one-quarter-mile intervals. Schleisman Road and the Hamner Avenue segment north of Schleisman Road are the project area roadways that are classified as Urban Arterial Highways. These roadway segments are identified as having a 152-foot right-of-way and a 110-foot curb-to-curb measurement, and include three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. Major Highways are intended to serve property zoned for major industrial and commercial uses or to serve through traffic. Major Highways include two lanes of travel in each direction, divided by a 12-foot painted median (two-way left turn lane). Sumner Avenue and the segment of Hamner Avenue south of Schleisman Road are project roadways that are considered Major Highways. Scholar Way and Citrus Street are defined as Secondary Highways, which are intended to accommodate through traffic along longer routes between major traffic-generating areas or to serve property zoned for multiple residential, secondary industrial, or commercial uses.

PROPOSED PROJECT CIRCULATION IMPROVEMENTS

The project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the project site is via Interstate 15 at the Limonite Avenue and 6th Street interchanges.

METHODOLOGY

The scope of the TIA was approved by the City Public Works Department. **Table 16-1** shows the roadway segments and **Table 16-2** shows the intersections that were approved for study in the TIA. The TIA evaluated three scenarios:

- Existing (2016)
- General Plan Horizon Year without the Project (2040)
- General Plan Horizon Year with the Project (2040)

Traffic from the project buildout was estimated to generate a net total of 2,132 trip-ends per day on a typical weekday, with approximately 168 AM peak-hour trips and 224 PM peak-hour trips. However, the net increase in trips associated with the proposed project's development potential as compared with existing development potential was evaluated for the purposes of the analysis (i.e., an additional 142 single-family residential dwelling units). The net increase in potential dwelling units compared with the site's existing General Plan designation is anticipated to generate an additional 1,370 trips per day, with an additional 108 AM peak-hour trips and 144 additional PM peak-hour trips.

Some of the project vicinity roadways and intersections have already been identified in the Genera Plan as needing improvements in anticipation of projected growth in the city, which includes the development of the project site.

Daily volume-to-capacity roadway analyses were evaluated for the following roadway segments, as shown in **Table 16-1**.

TABLE 16-1
ROADWAY SEGMENT ANALYSIS LOCATIONS

ID	Roadway Segment Location	Jurisdiction	Level of Service
1	Schleisman Road, between Sumner Avenue and Scholar Way	Eastvale	A
2	Sumner Avenue, between Schleisman Road and Citrus Street	Eastvale	A
3	Scholar Way, between Schleisman Road and Citrus Street	Eastvale	A
4	Hamner Avenue, between Schleisman Road and Citrus Street	Eastvale/Norco	B
5	Citrus Street, between Sumner Avenue and Scholar Way	Eastvale	A
6	Citrus Street, between Scholar Way and Hamner Avenue	Eastvale	**D**

Source: Urban Crossroads 2016

The six study area intersections listed in **Table 16-2** were evaluated.

TABLE 16-2
EXISTING INTERSECTION LEVEL OF SERVICE

ID	Intersection Location	Jurisdiction	Level of Service		
			AM	Midday	PM
1	Sumner Avenue/Schleisman Road	Eastvale	**E**	D	D
2	Sumner Avenue/Citrus Street	Eastvale	C	C	B
3	Scholar Way/Schleisman Road	Eastvale	C	C	B
4	Scholar Way/Citrus Street	Eastvale	D	B	C
5	Hamner Avenue/Schleisman Road	Eastvale	B	B	B
6	Hamner Avenue/Citrus Street	Eastvale, Norco	**E**	D	**E**

Source: Urban Crossroads 2016

Pursuant to Eastvale General Plan Policy C-10, the following level of service (LOS) standard will be utilized for study area intersections located within the city:

> Seek to maintain the following target levels of service: C along all City-maintained roads. A peak hour level of service of D may be allowed in commercial and employment areas, and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections.

For each of the off-site study area intersections in Eastvale, the intersecting roadways were found to be a Secondary Highway or higher in the City's General Plan Circulation Element. As such, the minimum level of service applicable to the study area intersections is LOS D. Therefore, any intersection operating at LOS E or worse is considered deficient for the purposes of this analysis.

Where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable level of service), a review of the more detailed peak hour intersection analysis was undertaken. The more detailed peak-hour intersection analysis explicitly accounts for factors that affect roadway capacity. While the traffic study recognizes that LOS C is the City's target level of service for roadway segments, a review of the more detailed peak-hour intersection analysis is necessary to determine whether roadway widening along the segment is necessary. For the purposes of the analysis, if the peak-hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, roadway

segment widening would be recommended if the peak-hour intersection analysis indicates the need for additional through lanes. Furthermore, it is likely that a roadway segment can have a volume-to-capacity ratio of up to 1.10 if the adjacent intersections are anticipated to operate at an acceptable level of service, without the need for additional widening.

DISCUSSION

a, b) **Less Than Significant Impact.** Every county in California is required to develop a Congestion Management Program (CMP) that examines the links between land use, transportation, and air quality. The CMP in effect in Riverside County was approved by the Riverside County Transportation Commission in 2011. All freeways and selected arterial roadways, such as Citrus Street, are designated elements of the CMP system of highways and roadways. The minimum level of service applicable to project vicinity roadways is LOS C, although a peak-hour LOS D may be allowed in commercial and employment areas and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections. **Table 16-1** shows that the portion of Citrus Street between Scholar Way and Hamner Avenue currently operates at LOS D. All other roadway segments operate acceptably. The minimum level of service applicable to project vicinity intersections is LOS D. **Table 16-2** shows that the Sumner Avenue/Schleisman Road intersection and the Hamner Avenue/Citrus Street intersection currently operate at unacceptable levels of service at certain times of the day. The improvements required to address the level of service at these transportation facilities are identified in the Eastvale General Plan. As shown in more detail below (see **Tables 16-5** and **16-6**), the specific facility improvements needs associated with the proposed project are all within the envelope of the improvements identified in the General Plan. In other words, the cumulative improvement needs identified for the purposes of the traffic analysis are consistent with or less than those assumed in the City's General Plan.

The General Plan Horizon Year (2040) roadway and intersection analysis results are shown in **Table 16-3** and **Table 16-4**, respectively. The analysis shows that no additional project vicinity facilities are anticipated to experience unacceptable level of service with the addition of project traffic, in addition to those previously identified under Horizon Year without Project conditions. Additionally, the analysis shows that there are no additional project vicinity intersections anticipated to experience unacceptable level of service (LOS E or worse) with the addition of project traffic during one or more peak hours, in addition to those previously identified under Horizon Year without Project conditions.

TABLE 16-3
ROADWAY SEGMENT ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Roadway	Segment Limits	LOS Capacity[1]	2040 without Project	V/C	LOS	2040 with Project	V/C	LOS	Acceptable LOS
1	**Schleisman Road**	Sumner Avenue to Scholar Way	**18,000**	**51,981**	**2.89**	**F**	**52,119**	**2.90**	**F**	**C**
2	**Sumner Avenue**	Schleisman Road to Citrus Street	**35,900**	**15,178**	**0.42**	**A**	**15,328**	**0.43**	**A**	**C**
3	**Scholar Way**	Schleisman Road to Citrus Street	**35,900**	**8,777**	**0.24**	**A**	**9,135**	**0.25**	**A**	**C**
4	**Hamner Avenue**	Schleisman Road to Citrus Street	**35,900**	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	**C**
5	**Citrus Street**	Sumner Avenue to Scholar Way	**35,900**	**17,961**	**0.51**	**A**	**18,289**	**0.51**	**A**	**C**
6	**Citrus Street**	Scholar Way to Hamner Avenue	**18,000**	**20,205**	**1.14**	**F**	**20,479**	**1.14**	**F**	**C**

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS or V/C does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)*
LOS = level of service; V/C = volume-to-capacity ratio

TABLE 16-4
INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Intersection Location	2040 without Project						2040 with Project					
		Delay (seconds)			LOS			Delay (seconds)			LOS		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
1	Sumner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
2	Sumner Avenue/ Citrus Street	35.3	**134.2**	44.3	D	**F**	D	35.9	**137.3**	45.8	D	**F**	D
3	Scholar Way/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
4	Scholar Way/ Citrus Street	**109.2**	**84.7**	48.4	**F**	**F**	D	**111.7**	**90.9**	54.3	**F**	**F**	D
5	Hamner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
6	Hamner Avenue/ Citrus Street	**64.6**	**>200**	**>200**	**E**	**F**	**F**	**67.6**	**>200**	**>200**	**E**	**F**	**F**

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS and delay does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)*
LOS = level of service

As shown in **Table 16-3** and **Table 16-4**, no additional project vicinity roadway facilities are anticipated to experience unacceptable level of service with the addition of project traffic, in addition to those previously identified under Horizon Year without Project conditions. Additionally, the analysis shows that there are no additional project vicinity intersections anticipated to experience unacceptable level of service (LOS E or worse) with the addition of project traffic during one or more peak hours, in addition to those previously identified under Horizon Year without Project conditions.

As previously stated, the improvements required to address the level of service at project vicinity transportation facilities was identified in the City General Plan. The effectiveness of the General Plan improvement strategies has been identified by Urban Crossroads (2016), which determined that the project intersections listed in **Table 16-4** would operate at an acceptable level of service with the improvements. Specifically, all project intersections would operate at LOS D or better.

Tables 16-5 and **16-6** show the specific facility improvements required to address the level of service at project vicinity transportation facilities as identified in the City General Plan. As shown, the specific facility improvements needs associated with the proposed project are all within the envelope of the improvements identified in the General Plan.

TABLE 16-5
SUMMARY OF INTERSECTION IMPROVEMENTS

#	Intersection Location	Jurisdiction	Recommended Improvements		
			Existing	2040 Without Project	2040 With Project
1	Sumner Ave/ Schleisman Rd	Eastvale	• EB left turn lane • WB left turn lane • Implement protected left turn phasing on the eastbound and westbound approaches	• Same • Same • Same • Second NB left turn lane • Second NB through lane • NB right turn lane • Second SB left turn lane • Second SB through lane • Second and third EB through lanes • Second WB left turn lane • Second and third WB through lanes • Modify the traffic signal to implement overlap phasing on the NB right turn lane	• Same • Same • Same • Same • Same • Same • Same • Same • Same • Same • Same • Same
2	Sumner Ave/ Citrus St	• Eastvale	• None	• WB right turn lane • Modify the traffic signal to implement overlap phasing on the WB right turn lane	• Same • Same
3	Scholar Way/ Schleisman Rd	Eastvale	• None	• Second NB left turn lane • Second SB left turn lane • SB right turn lane • Second EB left turn lane • Third EB through lane • Second WB left turn lane • Third WB through lane • Modify the traffic signal to implement overlap phasing on the SB right turn lane	• Same • Same • Same • Same • Same • Same • Same • Same
4	Scholar Way/ Citrus St	Eastvale	• None	• Second EB through lane • Second WB through lane	• Same • Same
5	Hamner Ave/ Schleisman Rd	Eastvale	• None	• Second NB left turn lane • NB right turn lane • Two SB left turn lanes • SB right turn lane • Three EB through lanes • Two WB left turn lanes • Three WB right turn lanes • Modify the traffic signal to implement overlap phasing on the NB, SB, EB, and WB right turn lanes	• Same • Same • Same • Same • Same • Same • Same • Same
6	Hamner Ave/ Citrus St	Eastvale, Norco	• Second NB left turn lane	• Same • Second EB left turn lane • Implement protected left turn phasing on the eastbound and westbound approaches	• Same • Same • Same

Source: Urban Crossroads 2016

TABLE 16-6
SUMMARY OF ROADWAY SEGMENT IMPROVEMENTS

#	Roadway	Segment Limits	Jurisdiction	Existing (2016) LOS	2040 without Project LOS	2040 with Project LOS
1	**Schleisman Road**	Sumner Avenue to Scholar Way	Eastvale	A	**E**	**E**
2	**Sumner Avenue**	Schleisman Road to Citrus Street	Eastvale	A	A	A
3	**Scholar Way**	Schleisman Road to Citrus Street	Eastvale	A	A	A
4	**Hamner Avenue**	Schleisman Road to Citrus Street	Eastvale	B	**D**	**D**
5	**Citrus Street**	Sumner Avenue to Scholar Way	Eastvale	A	A	A
6	**Citrus Street**	Scholar Way Hamner Avenue	Eastvale	**D**	A	A

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS). Acceptable LOS for roadway segments is LOS C.*

The City has a program in place designed to implement intersection improvements. Future development on the project site would be required to pay its proportionate share of improvement costs prior to issuance of a building permit. Impacts would be less than significant.

c) **No Impact.** The project site is beyond the Chino Airport Influence Area (RCALUC 2008). Furthermore, future development of the project site would not be expected to include the construction of any tall structures or lighting that could interfere with existing air traffic patterns. Building height is limited by the Eastvale Zoning Code to 50 feet, or up to 75 feet with the granting of an exception. These heights would not interfere with existing air traffic patterns. Furthermore, the project would not result in substantial population growth that could significantly increase demand for air transportation. Therefore, the project would have no impact on existing air traffic patterns.

d) **Less Than Significant Impact**. Citrus Street is straight and flat, which are characteristics conducive to good sight distance conditions. The project driveways and improvements (i.e., signage, buildings, and landscaping) would be designed in accordance with City standards so that adequate sight distance for drivers entering and exiting the site is maintained. Therefore, project implementation would not create or increase any hazards related to traffic. Impacts would be less than significant.

e) **Less Than Significant Impact.** Prior to any development on-site, the proposed site plan and roadway designs are required to be reviewed by City engineering and planning staff in order to ensure the designs meet all applicable City standards, including the minimum turnaround area for emergency vehicles. In addition, both neighborhoods on-site would be afforded two points of access for emergency vehicles. Therefore impacts would be less than significant.

f) **Less Than Significant Impact.** The Riverside Transit Agency provides bus service in the project vicinity, including fixed bus routes with regular stops on Citrus Street, with one at the corner of Scholar Way and Citrus Street, and another at the corner of Northview Street and Citrus Street. Sidewalks are present along the site's Citrus Street frontage. Future development on the project site would promote the use of public transit and pedestrian facilities to access the site in accordance with City policy. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, e) **Less Than Significant Impact.** Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates wastewater discharges in Eastvale, including the project site, and implements the Clean Water Act and the Porter-Cologne Act by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices (BMPs). Future development of the project site would not affect the wastewater flows that would be collected and treated at the wastewater treatment plant that serves Eastvale (Western Riverside County Regional Wastewater Authority plant). Impacts would be less than significant.

b, d) **Less Than Significant Impact.** The proposed project would be served by the Jurupa Community Services District with existing water facilities pursuant to the arrangement of financial agreements. Riverside County Department of Environmental Health requires development projects to obtain a will-serve letter from the JCSD. The proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities. Therefore, the impacts would be less than significant.

c) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to require the construction of new stormwater drainage facilities or the expansion of existing facilities that could cause significant environmental effects. Future development plans would be required to conform to the current stormwater requirements including mirror predevelopment conditions for stormwater runoff volume and rate, use low impact design measures, and treat water quality prior to stormwater release. As a result, future development would not increase stormwater volumes. Thus, the impacts would be less than significant.

f, g) **Less Than Significant Impact.** The main disposal sites for the project site are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 16,054 tons of solid waste per day and, as of April 2009, had 145,530,000 tons of capacity available (CalRecycle 2014a). The facility is projected to reach capacity in 2045. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of January 2009, had 18,955,000 cubic yards (roughly 5,117,850 tons) of capacity available (CalRecycle 2014b). Therefore, existing facilities are sufficient to serve future development in the region, including the project site. The proposed project would not require nor result in the construction of new landfill facilities, including the expansion of existing facilities. Impacts would be less than significant.

Furthermore, any potential development resulting from the General Plan Amendment and Change of Zone would be consistent with the County Integrated Waste Management Plan and would be required to comply with the recommendations of the Riverside County Waste Management Department. Additionally, future development would be required to comply with all federal, state, and local statutes and regulations related to solid waste and would also require project-level CEQA review to determine impacts to these services. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

The following are mandatory findings of significance in accordance with Section 15065 of the CEQA Guidelines.

DISCUSSION

a) **Less Than Significant Impact**. As discussed previously, the proposed project would not result in any significant impacts. Implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant of animal, or eliminate important examples of the major periods of California history or prehistory. The proposed project, a General Plan Amendment to amend the land use designation from Medium Density Residential to High Density Residential and a Change of Zone from Heavy Agriculture to General Residential to be in compliance with General Plan Amendment No. 918, would not in and of itself have the potential for any significant impacts. All aforementioned environmental impacts that would result from the city's anticipated growth and development have been addressed either by policies in the Eastvale General Plan or by the mitigation measures in the EIR for the Eastvale General Plan.

b) **Less Than Significant Impact.** The proposed project would not result in impacts that are individually limited but cumulatively considerable. All cumulative environmental impacts that could result from the city's anticipated growth and development were addressed in the EIR for the Eastvale General Plan. Although the General Plan Amendment and the Change of Zone would result in an increase in

density and the resulting number of residential units, the project would not introduce new impacts that were not previously addressed in the EIR for the Eastvale General Plan. Mitigation integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures would reduce all cumulatively significant impacts to a level of less than significant.

c) **Less Than Significant Impact.** Based on the analysis herein, the proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. The project would ultimately allow for an increase in residential density at a specific site. The land use would be compatible with other neighboring uses including parks and residential. In addition, through specific development review, the City of Eastvale will ensure that measures imposed to protect human beings are implemented.

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ATTACHMENT 3

TRAFFIC IMPACT ANALYSIS

Van Leeuwen General Plan Amendment (GPA)

TRAFFIC ASSESSMENT
CITY OF EASTVALE

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CEQA	California Environmental Quality Act
DIF	Development Impact Fee
GPA	General Plan Amendment
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
NP	No Project (or Without Project)
PHF	Peak Hour Factor
Project	Van Leeuwen General Plan Amendment (GPA)
RBBD	Road and Bridge Benefit District
RCCDR	Riverside County Center for Demographic Research
RivTAM	Riverside County Transportation Analysis Model
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
TAZ	Traffic Analysis Zone
TUMF	Transportation Uniform Mitigation Fee
WP	With Project
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the traffic assessment for the proposed Van Leeuwen General Plan Amendment (GPA) ("Project") located at the southeast corner of Scholar Way and Citrus Street in the City of Eastvale as shown on Exhibit 1-1. The purpose of this traffic assessment is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to achieve acceptable circulation system operational conditions.

1.1 PROJECT OVERVIEW

It is our understanding that the Project is currently designated as Medium Density (allowing up to 5 dwelling units per acre or 80 dwelling units) and is proposing to amend the General Plan Land Use to High Density (allowing up to 14 dwelling units per acre or 224 dwelling units). As such, the proposed GPA is proposing to increase the density by 144 additional single family residential dwelling units.

The Project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the Project site is provided via the I-15 Freeway at Limonite Avenue and 6th Street interchanges. For the purposes of this analysis, only long-range (Horizon Year 2040) traffic conditions have been evaluated to determine the potential impacts to near-by intersections with the proposed increase in density.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation (20additional 1,370 trips per day with an additional 108 AM peak hour trips and 144 additional PM peak hour trips, in addition to those associated with the currently adopted General Plan land use (80 single family residential dwelling units). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.2 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential impacts to traffic and circulation have been assessed for each of the following conditions:

- Existing (2016) (1 scenario)
- Horizon Year (2040), Without and With Project (2 scenarios)

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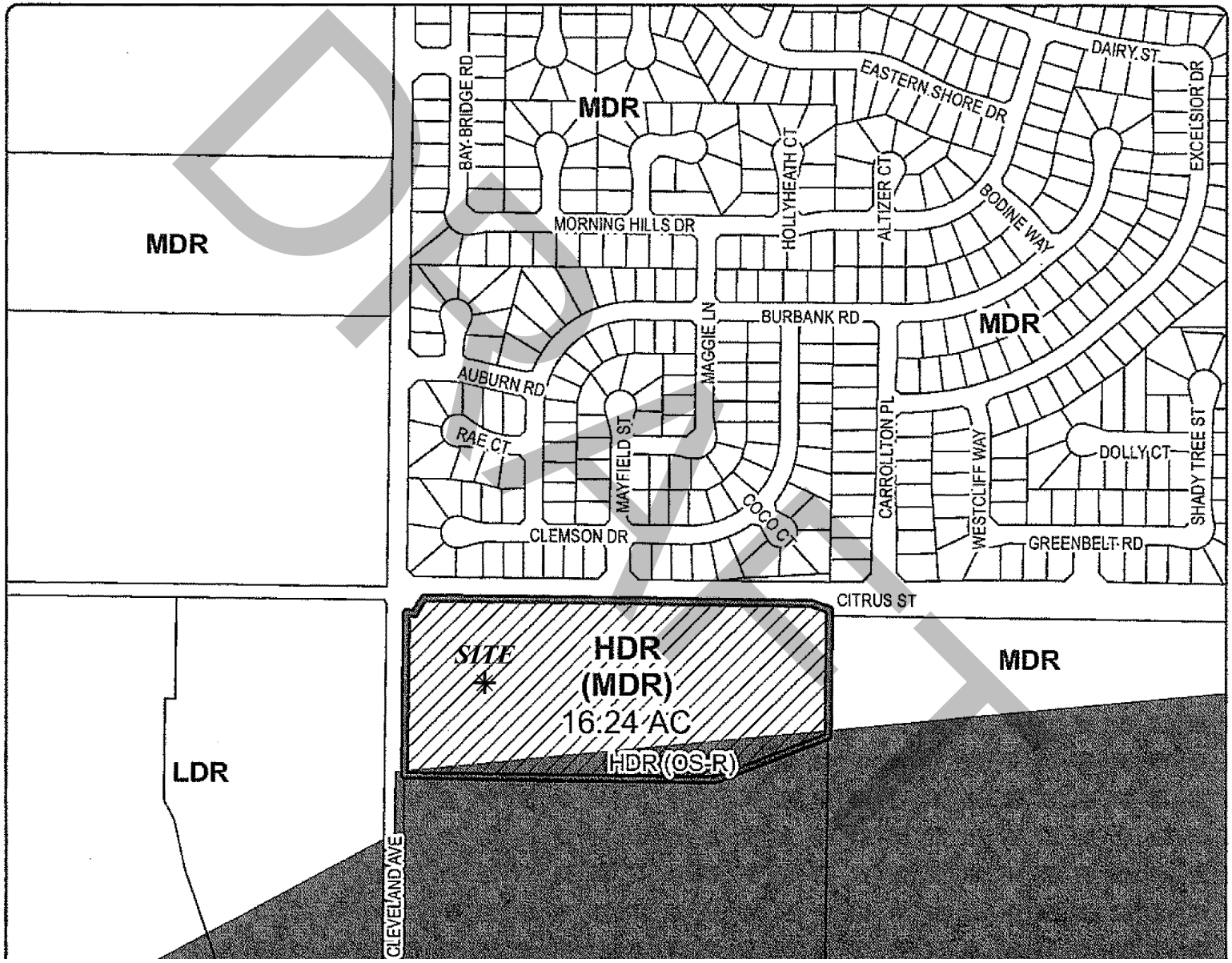
EXHIBIT 1-1: PROJECT SITE



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1.2.1 Existing (2016) Conditions

Information for Existing (2016) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.2.2 Horizon Year (2040) Conditions

Traffic projections for Horizon Year With Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis determines the long-range cumulative circulation system deficiencies.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2016) conditions and Horizon Year conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in October 2016. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. Additional growth has been included to increase the 2035 RivTAM forecasts to reflect 2040 traffic conditions. The average annual population, employment and household growth anticipated for the City of Eastvale between 2012 and 2040 was obtained from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS). (2) Lastly, the traffic forecasts for Horizon Year traffic conditions were reviewed to ensure a minimum growth over Existing conditions as a part of the refinement process. The minimum growth includes any additional growth between Existing and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates.

The peak hour intersection operations for Horizon Year (2040) Without and With Project traffic conditions were compared to determine if the proposed increase in density would result in additional impacts/improvement needs from those required based on the currently adopted General Plan land use.

1.3 Study Area

To ensure that this TIA satisfies the City of Eastvale's traffic study requirements, Urban Crossroads, Inc. has coordinated with City staff prior to the preparation of this assessment.

1.3.1 Intersections

The following 6 study area intersections and 6 roadway segments shown on Exhibit 1-2 and listed in Table 1-1 were selected for this assessment based on consultation with City of Eastvale staff.

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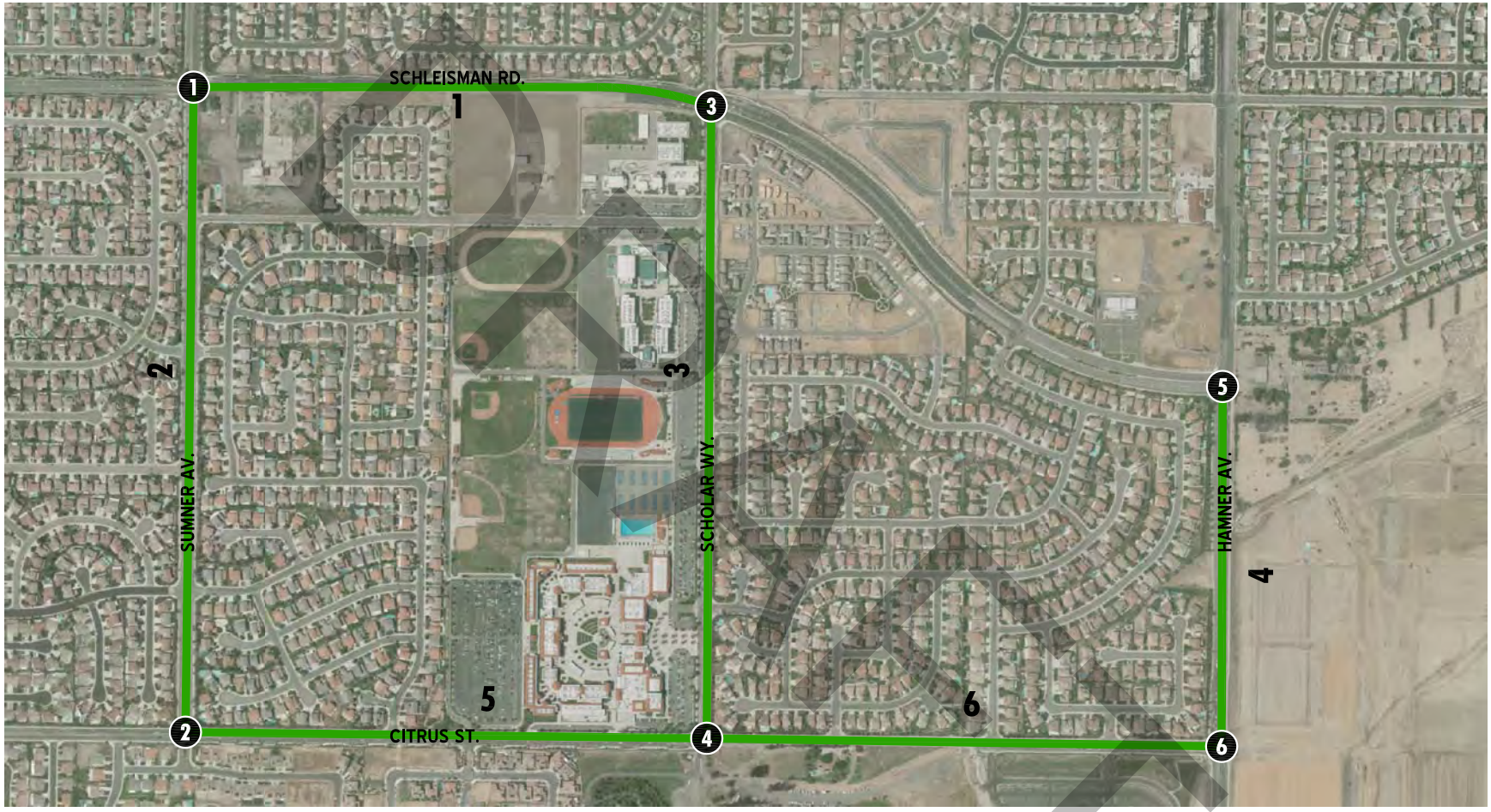
EXHIBIT 1-2: LOCATION MAP



LEGEND:

- 0 = NON-CMP INTERSECTION
- = ANALYSIS ROADWAY SEGMENT

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URBAN CROSSROADS

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Sumner Avenue / Schleisman Road	Eastvale
2	Sumner Avenue / Citrus Street	Eastvale
3	Scholar Way / Schleisman Road	Eastvale
4	Scholar Way / Citrus Street	Eastvale
5	Hamner Avenue / Schleisman Road	Eastvale
6	Hamner Avenue / Citrus Street	Eastvale, Norco

1.3.2 ROADWAY SEGMENTS

Pursuant to the direction of City staff, daily volume-to-capacity roadway analyses have been evaluated for the following roadway segments as shown on Table 1-2:

TABLE 1-2: ROADWAY SEGMENT ANALYSIS LOCATIONS

ID	Roadway Segment Location	Jurisdiction
1	Schleisman Road, between Sumner Avenue and Scholar Way	Eastvale
2	Sumner Avenue, between Schleisman Road and Citrus Street	Eastvale
3	Scholar Way, between Schleisman Road and Citrus Street	Eastvale
4	Hamner Avenue, between Schleisman Road and Citrus Street	Eastvale, Norco
5	Citrus Street, between Sumner Avenue and Scholar Way	Eastvale
6	Citrus Street, between Scholar Way and Hamner Avenue	Eastvale

1.4 CIRCULATION SYSTEM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

1.4.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

As shown on Table 1-3 the cumulative improvement needs identified on Table 5-3 for Horizon Year traffic conditions are all within the envelope of the General Plan. In other words, the cumulative improvement needs identified for the purposes of this traffic study are consistent with or less than the geometrics assumed in the City's General Plan.

The improvement needs for Horizon Year (2040) With Project traffic conditions are consistent with those necessary to achieve acceptable peak hour operations for Horizon Year (2040) Without Project traffic conditions.

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Table 1-3

Summary of Intersection Improvements

#	Intersection Location	Jurisdiction	Recommended Improvements[1]		
			Existing (2016)	2040 Without Project	2040 With Project
1	Sumner Av. / Schleisman Rd.	Eastvale	- EB left turn lane - WB left turn lane - Implement protected left turn phasing on the eastbound and westbound approaches	- Same - Same - Same - 2nd NB left turn lane - 2nd NB through lane - NB right turn lane - 2nd SB left turn lane - 2nd SB through lane - 2nd and 3rd EB through lanes - 2nd WB left turn lane - 2nd and 3rd WB through lanes - Modify the traffic signal to implement overlap phasing on the NB right turn lane	- Same - Same - Same - Same - Same - Same - Same - Same - Same - Same - Same - Same
2	Sumner Av. / Citrus St.	Eastvale	- None	- WB right turn lane - Modify the traffic signal to implement overlap phasing on the WB right turn lane	- Same - Same
3	Scholar Wy. / Schleisman Rd.	Eastvale	- None	- 2nd NB left turn lane - 2nd SB left turn lane - SB right turn lane - 2nd EB left turn lane - 3rd EB through lane - 2nd WB left turn lane - 3rd WB through lane - Modify the traffic signal to implement overlap phasing on the SB right turn lane	- Same - Same - Same - Same - Same - Same - Same - Same
4	Scholar Wy. / Citrus St.	Eastvale	- None	- 2nd EB through lane - 2nd WB through lane	- Same - Same
5	Hamner Av. / Schleisman Rd.	Eastvale	- None	- 2nd NB left turn lane - NB right turn lane - 2 SB left turn lanes - SB right turn lane - 3 EB through lanes - 2 WB left turn lanes - 3 WB through lanes - 1 WB right turn lane - Modify the traffic signal to implement overlap phasing on the NB, SB, EB, and WB right turn lanes	- Same - Same - Same - Same - Same - Same - Same - Same - Same
6	Hamner Av. / Citrus St.	Eastvale, Norco	- 2nd NB left turn lane	- Same - 2nd EB left turn lane - Implement protected left turn phasing on the eastbound and westbound approaches	- Same - Same - Same

[1] All recommended improvements are consistent with the General Plan designations of the respective jurisdictions in which they are located.

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1.4.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

Deficiencies on study area roadway segments are identified and described in detail in Section 3.0 *Existing Conditions* and Section 5.0 *Horizon Year (2040) Traffic Analysis* of this report. The recommended roadway improvements shown on Table 1-4 are consistent with the summary of improvements needed to address study area intersection operational deficiencies for each analysis scenario shown previously on Table 1-3.

- The segment of Schleisman Road between Sumner Avenue and Scholar Way is anticipated to continue to have unacceptable LOS (LOS E) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Sumner Avenue at Schleisman Road and Scholar Way at Schleisman Road) are anticipated to operate at acceptable LOS with the improvements shown on Table 1-3, additional roadway widening has not been recommended.
- Similarly, the segment of Hamner Avenue between Schleisman Road and Citrus Street is anticipated to operate at unacceptable LOS (LOS D) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Hamner Avenue at Schleisman Road and Hamner Avenue at Citrus Street) are anticipated to operate at an acceptable LOS with the improvements shown on Table 1-3, additional roadway widening has not been recommended.
- The segment of Citrus Street between Sumner Avenue and Scholar Way is anticipated to operate at acceptable LOS with the ultimate widening of Schleisman Road as a Secondary (e.g., LOS A).

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Table 1-4

Summary of Roadway Segment Improvements

#	Roadway	Segment Limits	Jurisdiction	Existing (2016)		Recommended Roadway Section[1]	2040 Without Project LOS	2040 With Project LOS
				Roadway Section	LOS			
1	Schleisman Road	Sumner Avenue to Scholar Way	Eastvale	2D	A	**6D**	**E**	**E**
2	Sumner Avenue	Schleisman Road to Citrus Street	Eastvale	4D	A	4D	A	A
3	Scholar Way	Schleisman Road to Citrus Street	Eastvale	4D	A	4D	A	A
4	Hamner Avenue	Schleisman Road to Citrus Street	Eastvale	4D	B	4D	**D**	**D**
5	Citrus Street	Sumner Avenue to Scholar Way	Eastvale	4D	A	4D	A	A
6		Scholar Way to Hamner Avenue	Eastvale	2U	**D**	**4D**	A	A

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS). Acceptable LOS for roadway segments is LOS C.

[1] Recommended improvements are consistent with the intersection improvements and are based on the City's General Plan classification for each roadway.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are generally consistent with City of Eastvale traffic study guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (3) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

City of Eastvale

The City of Eastvale requires signalized intersection operations analysis based on the methodology described in the HCM 2010. (3) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F

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Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM 2010

Study area intersections have been analyzed using the software package Vistro (Version 2.0 2014). The LOS analysis for signalized intersections has been performed using optimized signal timing for existing traffic conditions. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. Signal timing for study area intersections have been requested and utilized. Where signal timing was unavailable, the local accepted standards were utilized in lieu of actual signal timing.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15 minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios, with the exception of Horizon Year traffic conditions for intersections along Schleisman Road only. Per Chapter 4 of the HCM 2010, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (3) In an effort to conduct a conservative analysis, a PHF of 0.92 has been utilized for Horizon Year traffic conditions, for intersections along Schleisman Road, unless the PHF is higher for Existing conditions.

The traffic modeling and signal timing optimization software package Synchro (Version 9) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as

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delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Eastvale requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM 2010. (3) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 2010

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.3 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment operations have been evaluated using the daily roadway segment capacities for each type of roadway as summarized in Table 2-3.

TABLE 2-3: ROADWAY SEGMENT CAPACITIES

Roadway Classification	Number of Lanes	Maximum 2-Way Traffic (ADT)[1]
Local Road	2	Varies
Secondary Collector	2	13,000
Major Collector	2	18,000
Arterial	4	35,900
Urban Arterial	4	35,900
Urban Arterial	6	53,900

[1] Based on LOS E maximum two-way traffic volume (ADT) thresholds from the City of Eastvale General Plan (Table C-1) for an Urban Arterial.

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These roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. As such, where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, for the purposes of this analysis, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

2.4 MINIMUM LEVEL OF SERVICE (LOS)

Per Policy C-10 of the City of Eastvale General Plan, the following LOS will be utilized for study area intersections located within the City: Seek to maintain the following target levels of service: C along all City-maintained roads. A peak hour level of service of D may be allowed in commercial and employment areas, and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections.

For each of the off-site study area intersections within the City of Eastvale the intersecting roadways were found to be Secondary Highway or higher on the City's General Plan Circulation Element. As such, the minimum level of service applicable to the study area intersections is LOS D. Therefore, any intersection operating at LOS E or worse will be considered deficient for the purposes of this analysis.

Where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. While this traffic study recognizes LOS C is the City's target LOS for roadway segments, a review of the more detailed peak hour intersection analysis is necessary to determine whether roadway widening along the segment is necessary. For the purposes of this analysis, if the peak hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, for the purposes of this analysis, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. Furthermore, it is likely that a roadway segment can have a volume-to-capacity ratio of up to 1.10 if the adjacent intersections are anticipated to operate at acceptable LOS, without the need for additional widening.

2.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

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2.5.1 INTERSECTIONS

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- When the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and project-generated traffic causes deterioration below LOS D (i.e., unacceptable LOS), a deficiency is deemed to occur.

2.5.2 ROADWAY SEGMENT

For the purposes of this analysis, roadway segment widening has only been recommended where widening is necessary for acceptable peak hour intersection operations. In other words, if a roadway segment is operating at unacceptable LOS, but the intersections on either end of the roadway segment is anticipated to operate at acceptable LOS without the addition of through lanes then additional widening along the roadway segment has not been recommended.

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3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Eastvale General Plan Circulation Network, and a review of existing peak hour intersection operations and roadway segment capacities.

3.1 EXISTING CIRCULATION NETWORK

The study area includes a total of 6 existing and future intersections as shown previously on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF EASTVALE GENERAL PLAN CIRCULATION ELEMENT

As previously noted, the Project site is located within the City of Eastvale. Exhibit 3-2 shows the City of Eastvale General Plan Circulation Element, and Exhibit 3-3 illustrates the City of Eastvale General Plan roadway cross-sections. The City of Eastvale adopted their General Plan in June 2012. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the City of Eastvale as identified on their respective General Plan Circulation Elements are described subsequently.

Urban Arterial Highways are high-speed/high-capacity roads that provide access to regional transportation facilities. Urban Arterial Highways are primarily for through traffic where anticipated traffic volumes exceed four-lane capacities and access from other streets/highways should be limited to approximately one-quarter mile intervals. The study area roadways that are classified as Urban Arterial Highways are identified as having a 152-foot right-of-way and 110-foot curb-to-curb measurement. Urban Arterials Highways include three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Eastvale are classified as Urban Arterial Highways:

- Schleisman Road
- Hamner Avenue, north of Schleisman Road

Major Highways are intended to serve property zoned for major industrial and commercial uses, or to serve through traffic. Access from other streets/highways should be limited to approximately 660-foot intervals. The study area roadways that are classified as Major Highways are identified as having 118-foot right-of-way and 76-foot curb-to-curb measurement. Major Highways include two lanes of travel in each direction, divided by a 12-foot painted median (two-way-left-turn lane). The following study area roadways within the City of Eastvale are classified as Major Highways:

- Sumner Avenue
- Hamner Avenue, south of Schleisman Road

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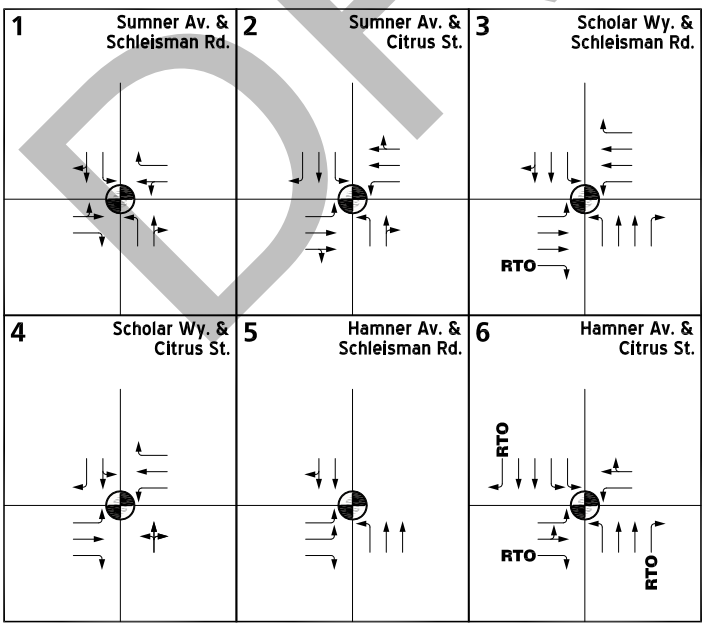
EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- RTO = RIGHT TURN OVERLAP
- SPEED LIMIT 25 = SPEED LIMIT (MPH)
- SPEED LIMIT 25 = SCHOOL SPEED LIMIT (MPH)

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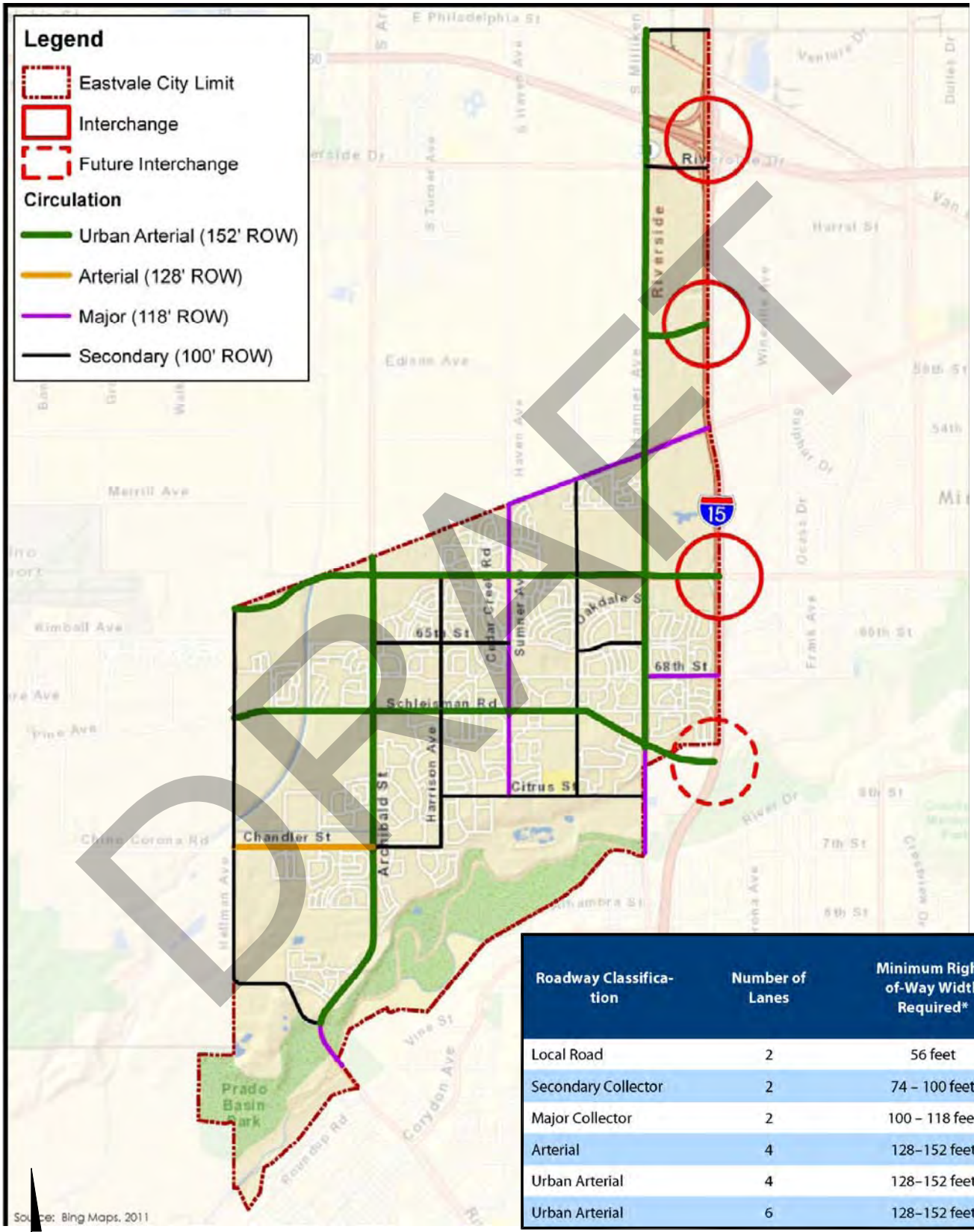
EXHIBIT 3-2: CITY OF EASTVALE GENERAL PLAN CIRCULATION ELEMENT



Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*
Local Road	2	56 feet
Secondary Collector	2	74 – 100 feet
Major Collector	2	100 – 118 feet
Arterial	4	128–152 feet
Urban Arterial	4	128–152 feet
Urban Arterial	6	128–152 feet

SOURCE: CITY OF EASTVALE GENERAL PLAN
ADOPTED: JUNE 13, 2012

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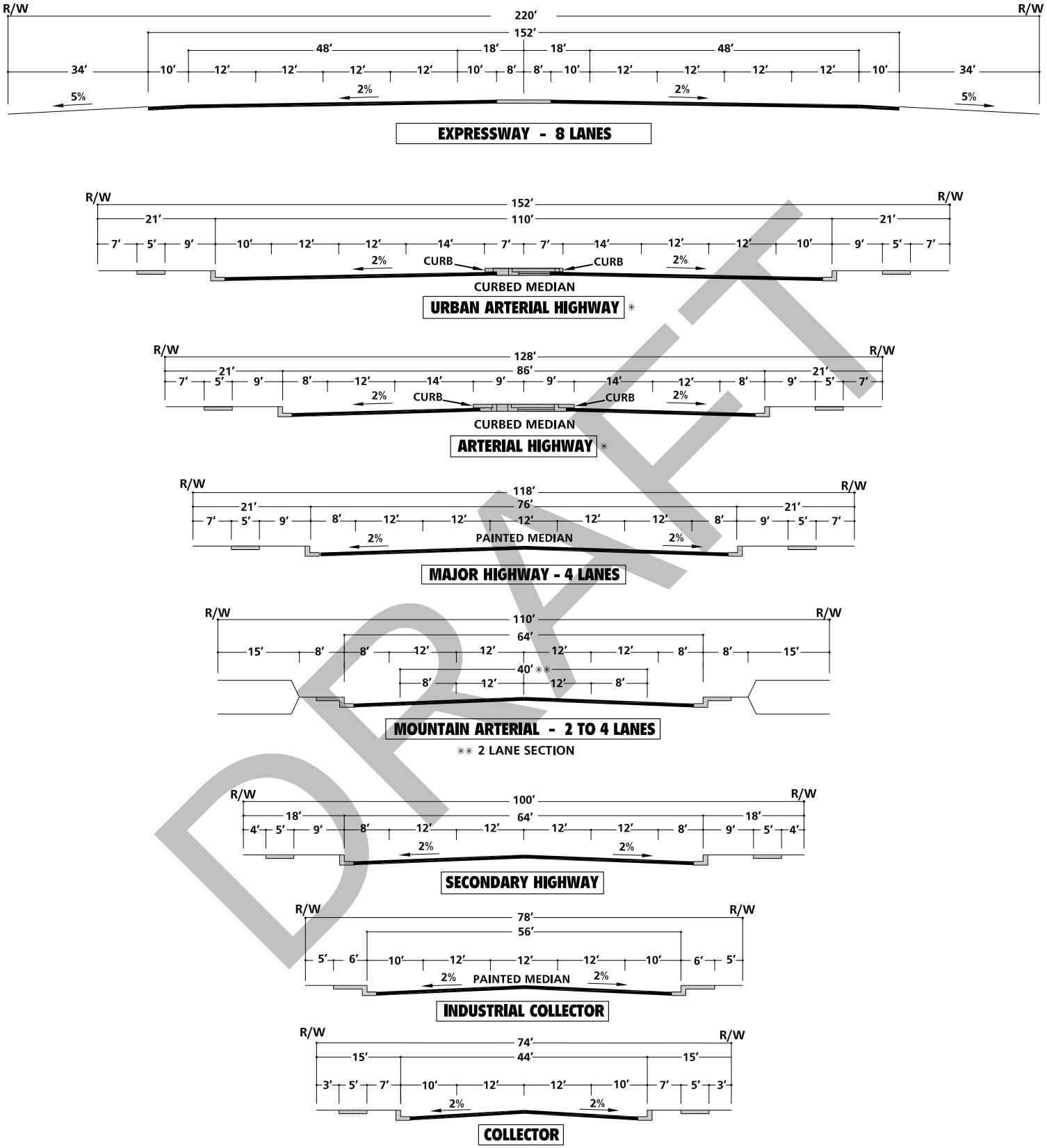
EXHIBIT 3-3: CITY OF EASTVALE GENERAL PLAN ROADWAY CROSS-SECTIONS



✳ IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

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Secondary Highways are intended to through traffic along longer routes between major traffic generating areas or to serve property zoned for multiple residential, secondary industrial or commercial uses. Access from other streets/highways should be limited to approximately 330-foot intervals. The study area roadways that are classified as Secondary Highways are identified as having 100-foot right-of-way and 64-foot curb-to-curb measurement. Secondary Highways include two lanes of travel in each direction. The following study area roadways within the City of Eastvale are classified as Secondary Highways:

- Scholar Way
- Citrus Street

3.3 EXISTING (2016) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2016. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday Mid-day Peak Hour (peak hour between 1:30 PM and 3:30 PM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM, weekday mid-day, and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. Weekday mid-day peak hour conditions have been evaluated to capture the end of the school day as there are several existing schools within or in close proximity to the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic (e.g., between ramp-to-arterial intersections, etc.).

Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are also shown on Exhibit 3-6. Existing ADT volumes are based upon actual daily counts collected in the field (see Appendix 3.1). Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-4. Existing weekday mid-day peak hour intersection volumes are shown on Exhibit 3-5.

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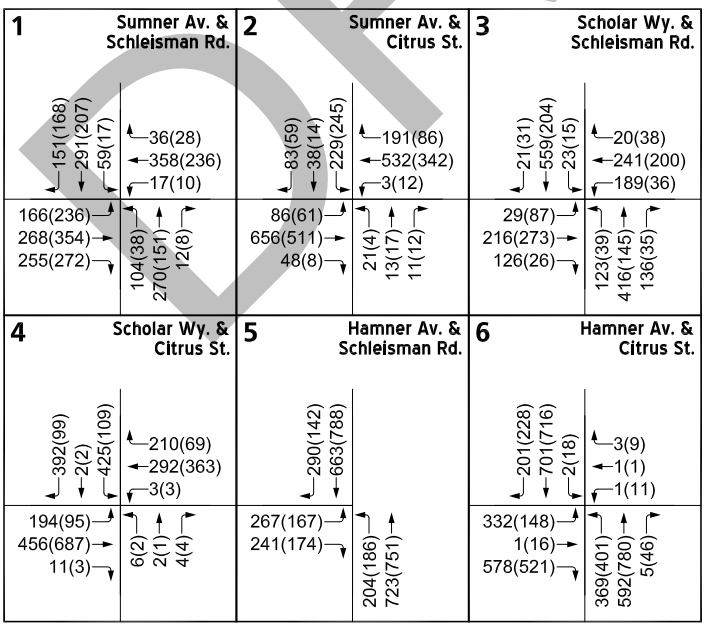
EXHIBIT 3-4: EXISTING (2016) TRAFFIC VOLUMES



LEGEND:

10.0 = ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S)

10.0 = ESTIMATED VEHICLES PER DAY (1000'S)

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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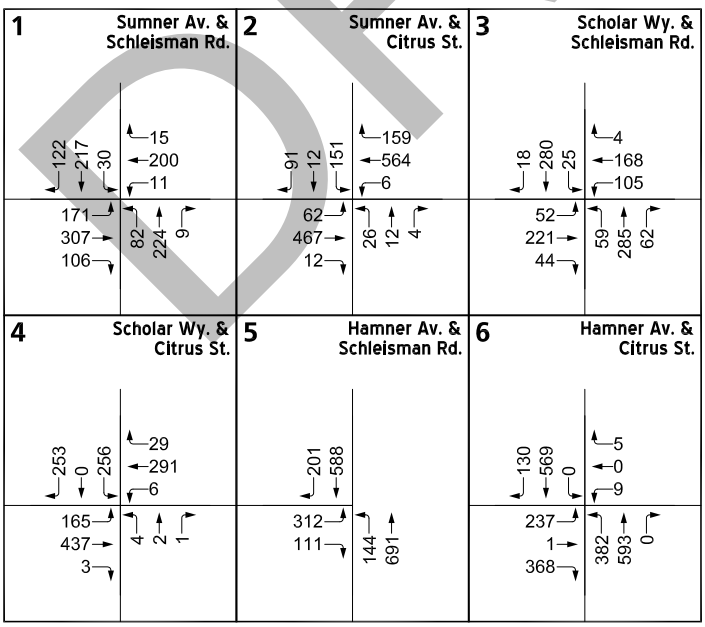
EXHIBIT 3-5: EXISTING (2016) MID-DAY TRAFFIC VOLUMES



LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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3.4 EXISTING (2016) CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that all of the study area intersections are currently operating at acceptable LOS during the peak hours, with the exception of the following:

- Sumner Avenue / Schleisman Road (#1) – LOS E AM peak hour only
- Hamner Avenue / Citrus Street (#6) – LOS E AM and PM peak hours

Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-6. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

3.5 EXISTING (2016) CONDITIONS ROADWAY SEGMENT CAPACITY ANALYSIS

The General Plan Circulation Element for each of the respective jurisdictions within the study area provides roadway volume capacity values presented previously on Table 2-3. The roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 3-2 provides a summary of the Existing conditions roadway segment capacity analysis based on the General Plan Circulation Element Roadway Segment Capacities identified previously on Table 2-3 for the City of Eastvale. As shown on Table 3-2, the following roadway segment is currently operating at an unacceptable LOS based on daily roadway segment capacities identified on Table 2-3:

- Citrus Street, between Scholar Way and Hamner Avenue (#6) – LOS D

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Table 3-1

Existing (2016) Conditions Intersection Analysis

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service			Acceptable LOS
			Northbound			Southbound			Eastbound			Westbound									
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM	
1	Sumner Av. / Schleisman Rd.	TS	1	1	0	1	1	0	0	1	1	0	1	1	**69.9**	47.1	48.8	**E**	D	D	D
2	Sumner Av. / Citrus St.	TS	1	1	0	1	1	1	1	2	0	1	2	0	21.0	20.7	18.4	C	C	B	D
3	Scholar Wy. / Schleisman Rd.	TS	1	2	1	1	2	0	1	2	1>	1	2	1	31.1	27.9	17.5	C	C	B	D
4	Scholar Wy. / Citrus St.	TS	0	1	0	0	1	1	1	1	1	1	1	1	40.5	19.0	23.0	D	B	C	D
5	Hamner Av. / Schleisman Rd.	TS	1	2	0	0	2	0	2	0	1	0	0	0	17.6	13.5	13.3	B	B	B	D
6	Hamner Av. / Citrus St.	TS	1	2	1>	2	2	1>	1	1	1>	1	1	0	**58.6**	45.4	**78.2**	**E**	D	**E**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

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Table 3-2

Roadway Segment Analysis for Existing (2016) Conditions

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	Existing (2016)	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	2D	18,000	9,602	0.53	A	C
2	Sumner Avenue	Schleisman Road to Citrus Street	4D	35,900	8,135	0.23	A	C
3	Scholar Way	Schleisman Road to Citrus Street	4D	35,900	7,979	0.22	A	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	21,840	0.61	B	C
5	Citrus Street	Sumner Avenue to Scholar Way	4D	35,900	13,817	0.38	A	C
6		Scholar Way to Hamner Avenue	2U	18,000	**14,229**	**0.79**	**D**	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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EXHIBIT 3-6: EXISTING (2016) SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

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3.6 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and roadway segments that have been identified as impacted under Existing (2016) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

3.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Table 3-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under Existing (2016) traffic conditions. The following improvements are recommended to reduce Existing (2016) deficiencies; the improvement strategies identified below are consistent with City of Eastvale General Plan roadway cross-sections:

Recommended Improvement – Sumner Avenue / Schleisman Road (#1) – The following improvements are necessary to reduce the existing impact to acceptable levels:

- One eastbound left turn lane.
- One westbound left turn lane.
- Modify the traffic signal to implement protected left turn phasing for the eastbound and westbound approaches.

Recommended Improvement – Hamner Avenue / Citrus Street (#6) – The following improvement is necessary to reduce the existing impact to acceptable levels:

- 2nd northbound left turn lane.

3.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

As noted in Section 2.3 *Roadway Segment Capacity Analysis*, daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis have been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

The intersections located adjacent to the deficient roadway segment (Scholar Way at Citrus Street and Hamner Avenue at Citrus Street) are anticipated to operate at acceptable LOS during the peak hours with existing lanes or with the recommended intersection improvements discussed previously (see Table 3-1 and Table 3-3). As such, no roadway widening has been recommended as part of this traffic study to address the deficient roadway segments under Existing traffic conditions.

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Table 3-3

Intersection Analysis for Existing (2016) With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service		
			Northbound			Southbound			Eastbound			Westbound								
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM
1	Sumner Av. / Schleisman Rd.																			
	- Without Improvements	TS	1	1	0	1	1	0	0	1	1	0	1	1	**69.9**	47.1	48.8	**E**	D	D
	- With Improvements[4]	TS	1	1	0	1	1	0	**1**	1	1	**1**	1	1	37.9	26.1	26.1	D	C	C
6	Hamner Av. / Citrus St.																			
	- Without Improvements	TS	1	2	1>	2	2	1>	1	1	1>	1	1	0	**58.6**	45.4	**78.2**	**E**	D	**E**
	- With Improvements	TS	**2**	2	1>	2	2	1>	1	1	1>	1	1	0	24.6	19.1	29.8	C	B	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for righ turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; **1** = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop c For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are show

[3] TS = Traffic Signal

[4] Recommended improvement also includes implementing protected left turn phasing on the eastbound and westbound approaches

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is currently designated with the Medium Density land use (allowing up to 5 dwelling units per acre or 80 dwelling units) and is proposing to amend the General Plan Land Use to High Density (allowing up to 14 dwelling units per acre or 224 dwelling units). As such, the proposed GPA is proposing to increase the density by 144 additional single family residential dwelling units.

The Project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the Project site is provided via the I-15 Freeway at Limonite Avenue and 6th Street interchanges.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic and a summary of the Project's trip generation are shown in Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) for Single-Family Detached Residential (ITE Land Use Code 210) land use in their published Trip Generation manual, 9th Edition, 2012. (1) The Project is estimated to generate a net total of 2,132 trip-ends per day on a typical weekday with approximately 168 AM peak hour trips and 224 PM peak hour trips. However, the net increase in trips associated with the additional 144 single family residential dwelling units has been evaluated for the purposes of this assessment. The net increase in dwelling units is anticipated to generate an additional 1,370 trips per day with an additional 108 AM peak hour trips and 144 additional PM peak hour trips, in addition to those associated with the currently adopted General Plan land use (80 single family residential dwelling units).

4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on a select zone run from the RivTAM traffic model of the traffic analysis zone (TAZ) in which the Project is located.

The trip distribution patterns are heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibit 4-1 illustrates the trip distribution patterns for the Project.

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Table 4-1

Project Trip Generation Summary

Land Use	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates[1]									
Single Family Detached Residential	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52

Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Currently Adopted:									
Single Family Detached Residential	80	DU	15	45	60	50	30	80	762
Proposed:									
Single Family Detached Residential	224	DU	43	125	168	141	83	224	2,132
Net Increase	**144**	**DU**	**28**	**80**	**108**	**91**	**53**	**144**	**1,370**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

[2] DU = Dwelling Unit

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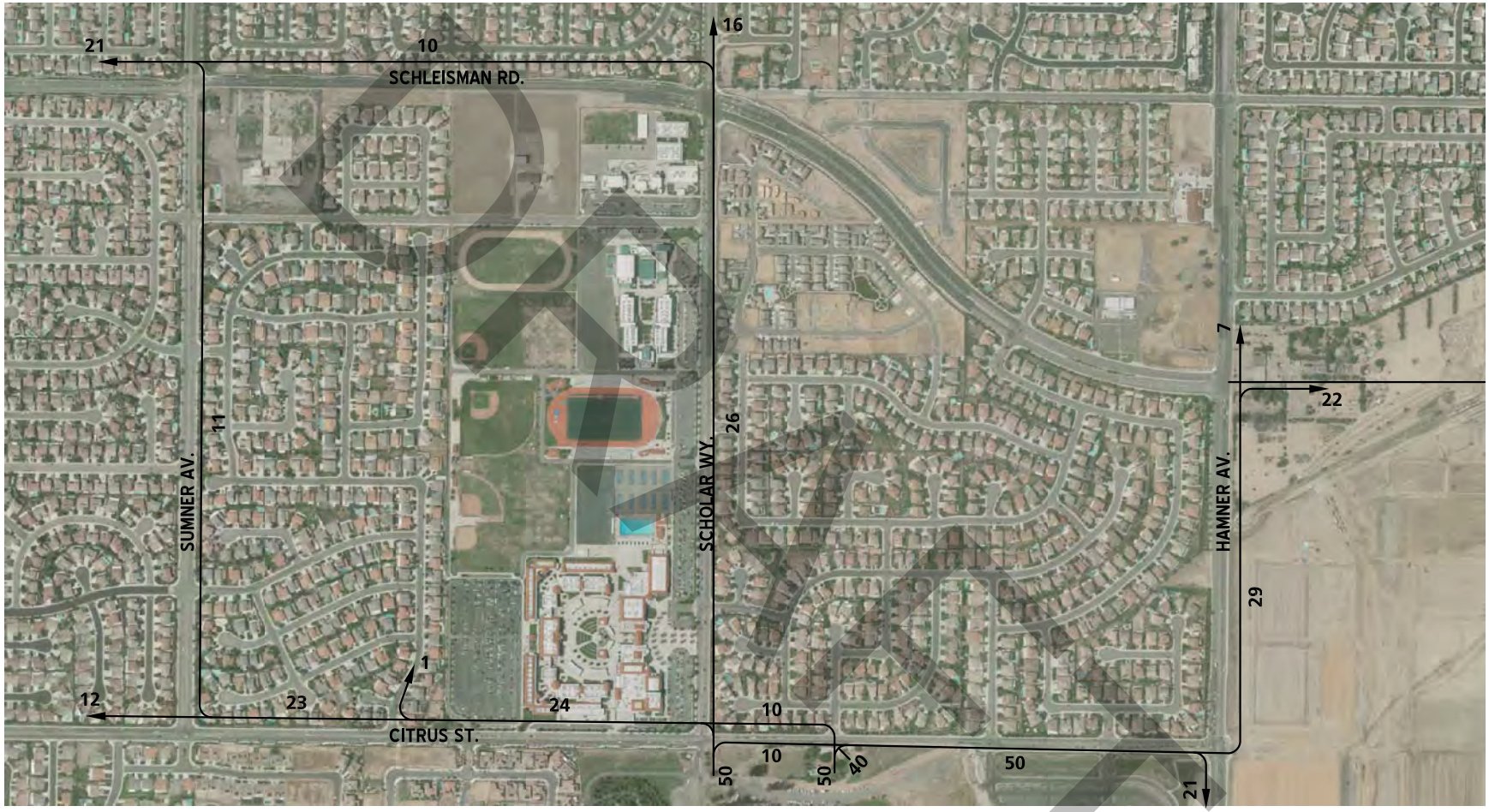
EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION



NOTE: BASED ON RIVTAM SELECT ZONE RUN FOR SITE.

LEGEND:

10 = PERCENT TO/FROM PROJECT

N

4.3 MODAL SPLIT

The traffic reducing potential of public transit, walking or bicycling have not been considered in this TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-2. The Project's weekday PM peak hour traffic volumes have been utilized for the weekday mid-day peak hour analysis.

4.5 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing (2016) conditions, and Horizon Year conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in October 2016. The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 255), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. Additional growth has been included to increase the 2035 RivTAM forecasts to reflect 2040 traffic conditions. The average annual population, employment and household growth anticipated for the City of Eastvale between 2012 and 2040 was obtained from the 2016 SCAG RTP/SCS. (2) Lastly, the traffic forecasts for Horizon Year traffic conditions were reviewed to ensure a minimum growth over Existing conditions as a part of the refinement process. The minimum growth includes any additional growth between Existing and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates.

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EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES

1 Sumner Av. & Schleisman Rd.	2 Sumner Av. & Citrus St.	3 Scholar Wy. & Schleisman Rd.
0(0) 0(0) 0(0) / 0(0) 8(5) 0(0)	0(0) 0(0) 3(10) / 9(6) 10(6) 0(0)	0(0) 4(15) 0(0) / 0(0) 0(0) 0(0)
0(0) 3(9) 3(10) / 9(6) 0(0) 0(0)	0(0) 3(11) 0(0) / 0(0) 0(0) 0(0)	0(0) 0(0) 3(9) / 8(5) 13(8) 0(0)
4 Scholar Wy. & Citrus St.	**5 Hamner Av. & Schleisman Rd.**	**6 Hamner Av. & Citrus St.**
0(0) 7(24) 0(0) / 0(0) 8(5) 3(9)	0(0) 2(6) 0(0) / 0(0) 0(0) 6(20)	8(26) 0(0) 0(0) / 0(0) 0(0) 0(0)
0(0) 3(9) 4(13) / 11(7) 21(14) 8(5)	0(0) 0(0) 0(0) / 0(0) 6(4) 18(12)	23(15) 0(0) 17(11) / 6(19) 0(0) 0(0)

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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As noted previously, the traffic analysis in this report considers weekday mid-day peak hour traffic conditions in addition to the weekday AM and weekday PM peak hours. Therefore, factors were applied to the weekday PM peak hour Horizon Year (2040) traffic forecasts with a relationship to the weekday mid-day Existing (2016) turning volumes to estimate weekday mid-day peak hour Horizon Year (2040) traffic forecasts since the RivTAM traffic model considers only weekday (AM and PM) peak hour traffic conditions. Based on the volume comparison and evaluation of Existing (2016) weekday PM peak hour and weekday mid-day peak hour traffic forecasts, relationships were found to vary between study area intersections. These calculated factors (determined by turning movement) were then applied to the weekday PM Horizon Year (2040) peak hour turning volumes to determine Horizon Year (2040) turning volumes during the weekday mid-day peak hour using the same relationship observed for Existing (2016) traffic conditions. Again, these forecasts were reviewed to ensure minimum growth over Existing (2016) traffic conditions.

Post-processing worksheets for Horizon Year Without traffic conditions are provided in Appendix 4.1. Horizon Year With Project forecasts were determined by adding the Project traffic (for 144 additional single family dwelling units) to the Horizon Year Without Project traffic forecasts.

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5 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (Post-2035) Without and With Project traffic forecasts, and the resulting intersection operations and roadway segment capacities.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Extension of Schleisman Road to the east of Hamner Avenue (towards the future proposed I-15 Freeway interchange).

5.2 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year Without Project traffic conditions are shown on Exhibit 5-1. Weekday mid-day peak hour volumes are shown on Exhibit 5-2.

5.3 HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM, plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year With Project traffic conditions are shown on Exhibit 5-3. Weekday mid-day peak hour volumes are shown on Exhibit 5-4.

5.4 INTERSECTION OPERATIONS ANALYSIS

5.4.1 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year Without Project conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, all of the study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours.

A summary of the peak hour intersection LOS for Horizon Year Without Project conditions are shown on Exhibit 5-5. The intersection operations analysis worksheets for Horizon Year Without Project traffic conditions are included in Appendix 5.1 of this TIA.

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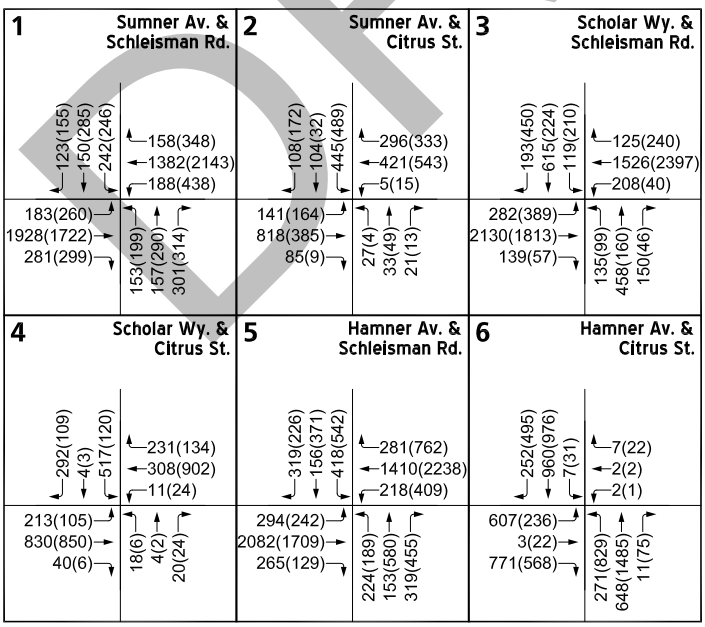
EXHIBIT 5-1: HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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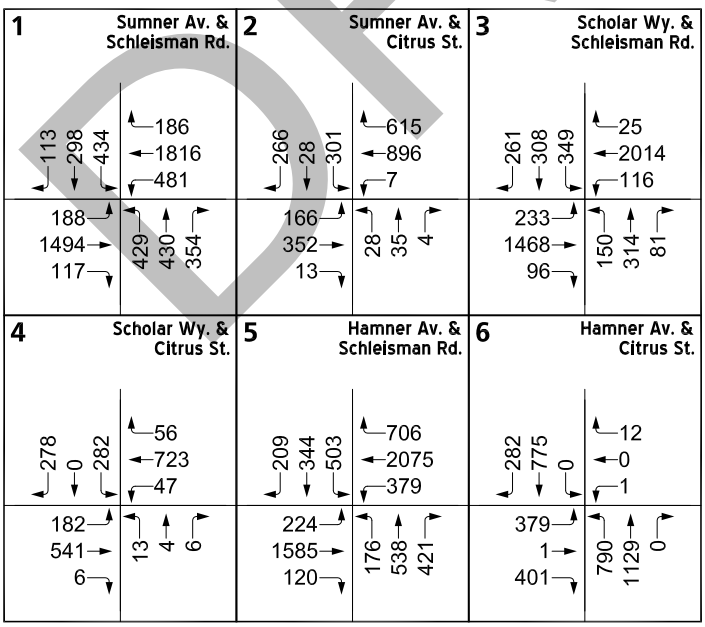
EXHIBIT 5-2: HORIZON YEAR (2040) WITHOUT PROJECT MID-DAY TRAFFIC VOLUMES



LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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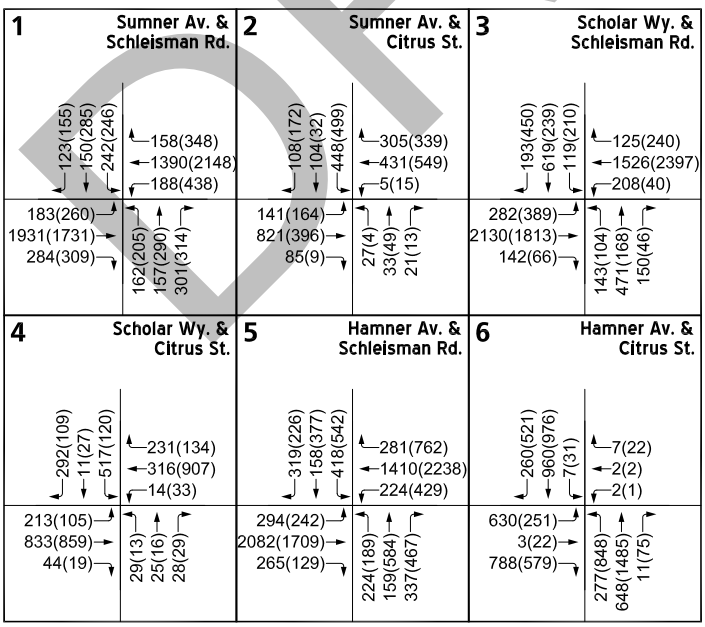
EXHIBIT 5-3: HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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EXHIBIT 5-4: HORIZON YEAR (2040) WITH PROJECT MID-DAY TRAFFIC VOLUMES

1 Sumner Av. & Schleisman Rd.	2 Sumner Av. & Citrus St.	3 Scholar Wy. & Schleisman Rd.
113 298 434 / 186 1821 481	266 28 311 / 621 902 7	261 323 349 / 25 2014 116
188 1503 127 / 435 430 354	166 363 13 / 28 35 4	233 1468 105 / 155 322 81

4 Scholar Wy. & Citrus St.	5 Hamner Av. & Schleisman Rd.	6 Hamner Av. & Citrus St.
278 24 282 / 56 728 56	209 350 503 / 706 2075 399	308 775 0 / 12 0 1
182 550 19 / 20 18 11	224 1585 120 / 176 542 433	394 1 412 / 809 1129 0

LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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EXHIBIT 5-5: HORIZON YEAR (2040) WITHOUT PROJECT SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

N

Table 5-1

Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control[2]	2040 Without Project						2040 With Project						Acceptable LOS
			Delay[1] (secs.)			LOS[3]			Delay[1] (secs.)			LOS[3]			
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	
1	Sumner Av. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
2	Sumner Av. / Citrus St.	TS	35.3	**134.2**	44.3	D	**F**	D	35.9	**137.3**	45.8	D	**F**	D	D
3	Scholar Wy. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
4	Scholar Wy. / Citrus St.	TS	**109.2**	**84.7**	48.4	**F**	**F**	D	**111.7**	**90.9**	54.3	**F**	**F**	D	D
5	Hamner Av. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
6	Hamner Av. / Citrus St.	TS	**64.6**	**>200.0**	**>200.0**	**E**	**F**	**F**	**67.6**	**>200.0**	**>200.0**	**E**	**F**	**F**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] TS = Traffic Signal

[3] LOS = Level of Service

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5.4.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 5-1 and illustrated on Exhibit 5-6, there are no additional study area intersections anticipated to experience unacceptable LOS (LOS E or worse) with the addition of Project traffic during one or more peak hours in addition to those previously identified under Horizon Year Without Project conditions. The intersection operations analysis worksheets for Horizon Year With Project traffic conditions are included in Appendix 5.2 of this TIA.

Measures to address long-range deficiencies for Horizon Year traffic conditions are discussed in Section 5.6 *Long-Range Deficiencies and Recommended Improvements.*

5.5 ROADWAY SEGMENT CAPACITY ANALYSIS

5.5.1 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC CONDITIONS

The General Plan Circulation Element for each of the respective jurisdictions within the study area provides roadway volume capacity values presented previously on Table 2-3. The roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 5-2 provides a summary of the Horizon Year Without Project conditions roadway segment capacity analysis based on the General Plan Circulation Element Roadway Segment Capacities identified previously on Table 2-3 for the City of Eastvale. As shown on Table 5-2, the following roadway segments are anticipated to operate at an unacceptable LOS based on daily roadway segment capacities identified on Table 2-3 in addition to those previously identified under Existing (2016) traffic conditions:

- Schleisman Road, between Sumner Avenue to Scholar Way (#1) – LOS F
- Hamner Road, between Schleisman Road to Citrus Street (#4) – LOS D

5.5.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 5-2, there are no additional study area roadway segments anticipated to experience unacceptable LOS (LOS D or worse) with the addition of Project traffic in addition to those previously identified under Horizon Year Without Project conditions.

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EXHIBIT 5-6: HORIZON YEAR (2040) WITH PROJECT SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

N

Table 5-2

Roadway Segment Analysis for Horizon Year (2040) Conditions

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2040 NP	V/C	LOS	2040 WP	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	2D	18,000	**51,981**	**2.89**	**F**	**52,119**	**2.90**	**F**	C
2	Sumner Avenue	Schleisman Road to Citrus Street	4D	35,900	15,178	0.42	A	15,328	0.43	A	C
3	Scholar Way	Schleisman Road to Citrus Street	4D	35,900	8,777	0.24	A	9,135	0.25	A	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	C
5	Citrus Street	Sumner Avenue to Scholar Way	4D	35,900	17,961	0.50	A	18,289	0.51	A	C
6		Scholar Way to Hamner Avenue	2U	18,000	**20,205**	**1.12**	**F**	**20,479**	**1.14**	**F**	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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5.6 LONG-RANGE DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

5.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to an acceptable LOS (LOS D or better). The effectiveness of the recommended improvement strategies discussed below to address Horizon Year traffic deficiencies is presented in Table 5-3. The cumulative improvement needs identified on Table 5-3 for Horizon Year traffic conditions are all within the envelope of the General Plan. In other words, the cumulative improvement needs identified for the purposes of this traffic study are consistent with or less than the geometrics assumed in the City's General Plan.

Worksheets for Horizon Year Without and With Project conditions, with improvements, HCM calculations are provided in Appendix 5.3 and Appendix 5.4.

5.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

As noted in Section 2.3 *Roadway Segment Capacity Analysis*, daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis have been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

Consistent with the Horizon Year intersection improvements shown previously on Table 5-3, the recommended roadway segment widening and analysis results are shown on Table 5-4. The segment of Schleisman Road between Sumner Avenue and Scholar Way is anticipated to continue to have unacceptable LOS (LOS E) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Sumner Avenue at Schleisman Road and Scholar Way at Schleisman Road) are anticipated to operate at acceptable LOS with the improvements shown on Table 5-3, additional roadway widening has not been recommended. Similarly, the segment of Hamner Avenue between Schleisman Road and Citrus Street is anticipated to operate at unacceptable LOS (LOS D) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Hamner Avenue at Schleisman Road and Hamner Avenue at Citrus Street) are anticipated to operate at an acceptable LOS with the improvements shown on Table 5-3, additional roadway widening has not been recommended.

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Table 5-3

Intersection Analysis for Horizon Year (2040) With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service		
			Northbound			Southbound			Eastbound			Westbound								
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM
1	Sumner Av. / Schleisman Rd.																			
	- Without Project[4]	TS	**2**	**2**	**1>**	**2**	**2**	0	**1**	**3**	**0**	**2**	**3**	1	36.8	54.3	50.9	D	D	D
	- With Project[4]	TS	**2**	**2**	**1>**	**2**	**2**	0	**1**	**3**	**0**	**2**	**3**	1	37.0	54.8	51.4	D	D	D
2	Sumner Av. / Citrus St.																			
	- Without Project	TS	1	1	0	1	1	1	1	2	0	1	2	**1>**	28.5	43.5	26.7	C	D	C
	- With Project	TS	1	1	0	1	1	1	1	2	0	1	2	**1>**	28.6	44.5	27.3	C	D	C
3	Scholar Wy. / Schleisman Rd.																			
	- Without Project	TS	**2**	2	1	**2**	2	**1>**	**2**	**3**	1>	**2**	**3**	1	46.1	45.4	53.8	D	D	D
	- With Project	TS	**2**	2	1	**2**	2	**1>**	**2**	**3**	1>	**2**	**3**	1	46.4	45.5	54.5	D	D	D
4	Scholar Wy. / Citrus St.																			
	- Without Project	TS	0	1	0	0	1	1	1	**2**	**0**	1	**2**	**0**	49.7	36.5	21.8	D	D	C
	- With Project	TS	0	1	0	0	1	1	1	**2**	**0**	1	**2**	**0**	51.7	39.0	23.4	D	D	C
5	Hamner Av. / Schleisman Rd.																			
	- Without Project	TS	**2**	2	**1>**	**2**	2	**1>**	2	**3**	**1>**	**2**	**3**	**1>**	32.0	51.4	52.8	C	D	D
	- With Project	TS	**2**	2	**1>**	**2**	2	**1>**	2	**3**	**1>**	**2**	**3**	**1>**	33.0	53.0	53.6	C	D	D
6	Hamner Av. / Citrus St.																			
	- Without Project[4]	TS	**2**	2	1>	2	2	1>	**2**	1	1>	1	1	0	38.2	32.3	34.6	D	C	C
	- With Project[4]	TS	**2**	2	1>	2	2	1>	**2**	1	1>	1	1	0	39.9	33.6	36.9	D	C	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for righ turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; **1** = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop co For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are show

[3] TS = Traffic Signal

[4] Recommended improvement also includes implementing protected left turn phasing on the eastbound and westbound approaches

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Table 5-4

Roadway Segment Analysis for Horizon Year (2040) Conditions With Improvements

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2040 NP	V/C	LOS	2040 WP	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	**6D**	53,900	**51,981**	**0.96**	**E**	**52,119**	**0.97**	**E**	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	C
6	Citrus Street	Scholar Way to Hamner Avenue	**4D**	35,900	20,205	0.56	A	20,479	0.57	A	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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6 REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation.* 9th Edition. 2012.
2. **Southern California Association of Governments.** *2016 Regional Transportation Plan/Sustainable Communities Strategy.* April 2016.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* s.l. : National Academy of Sciences, 2000 and 2010.
4. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies.* December 2002.
5. **Federal Highway Administration.** Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD).* 2012.

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RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ADOPTING AN INITIAL STUDY/NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR PROJECT NO. 16-00029 INVOLVING A GENERAL PLAN AMENDMENT FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO HIGH DENSITY RESIDENTIAL (HDR) AND PROJECT NO. 16-00030 A CHANGE OF ZONE (COZ) FROM HEAVY AGRICULTURE (A-2-10) TO GENERAL RESIDENTIAL (R-3) ON ASSESSOR'S PARCEL NUMBER (APN) 152-050-050

WHEREAS, the Planning Department of the City of Eastvale ("City") received two applications on September 7, 2016 from William and Delores Van Leeuwen (the "Applicant") requesting a General Plan Amendment to (GPA) from Medium Density Residential (MDR) of 2.1 to 5 dwelling units per acre to High Density Residential (HDR) of 8.1-14 dwelling units per acre and a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to achieve consistency between the General Plan and zoning designations; and

WHEREAS, the proposed General Plan Amendment and Change of Zone are considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, on December 19, 2016, using the method required under CEQA Guidelines Section 15072(b), the City provided a Notice of Intent (NOI) to adopt the proposed Negative Declaration to the Riverside County Clerk, and also published said NOI in compliance with state law in the *Press Enterprise*, a local newspaper of general circulation, regarding the public review period; and

WHEREAS, the City Council considered the Project pursuant to the City's General Plan, the City of Eastvale Municipal Code Title 120 (Planning and Zoning) and all other applicable State and local regulations; and

WHEREAS, the City made the Initial Study/Negative Declaration available for public review from December 19, 2016 to January 9, 2017 and which during said public review period, the City received XX written comments concerning XX; and

WHEREAS, the City of Eastvale City Council conducted a duly noticed public hearing on January 11, 2017, at which public testimony was received concerning Project No. 16-00029 and 16-00030, considered the Negative Declaration for the project pursuant to Section 15074 (Article 6) of CEQA.

NOW, THEREFORE, the City Council of the City of Eastvale does hereby resolve, determine, and order as follows:

SECTION 1. ENVIRONMENTAL FINDINGS

Finding: The proposed project requires the adoption of a Negative Declaration pursuant to Section 15074 (Article 6) of the California Environmental Quality Act (CEQA) Guidelines.

Evidence: The City prepared an Initial Study/Negative Declaration to analyze impacts resulting from the land use policy change to increase the density pursuant to CEQA. The Neg Dec was circulated for public review for a 21-day public review period and all project related comments received during the public review period have been addressed.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the City Council's decision is based, which include but are not limited to the staff reports as well as all materials that support the staff reports for the proposed project, are located in the City Clerk's office of the City of Eastvale at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. The custodian of these documents is the City Clerk of the City of Eastvale.

SECTION 4. DETERMINATION

Based upon the findings outlined in Sections 1 through 3 above and incorporated herein by reference, the City Council of the City of Eastvale hereby takes the following actions;

1. Adopt a Negative Declaration, attached hereto as Exhibit A, for Project No. 16-00029 consisting of a General Plan Amendment from Medium Density Residential (MDR) High Density Residential (HDR) and Project No. 16-00030 consisting of a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation; and

2. Directs the Planning Director to file a Notice of Determination with the County of Riverside Clerk Office along with the filing fee for the County Clerk and California Department of Fish & Wildlife within five (5) days of the approval date.

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

Attachment

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-____, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Steven D. Aguilar, Assistant City Clerk

EXHIBIT A

NEGATIVE DECLARATION

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ADOPTING AN INITIAL STUDY/NEGATIVE DECLARATION PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) FOR PROJECT NO. 16-00029 INVOLVING A GENERAL PLAN AMENDMENT FROM MEDIUM DENSITY RESIDENTIAL (MDR) TO HIGH DENSITY RESIDENTIAL (HDR) AND PROJECT NO. 16-00030 A CHANGE OF ZONE (COZ) FROM HEAVY AGRICULTURE (A-2-10) TO GENERAL RESIDENTIAL (R-3) ON ASSESSOR'S PARCEL NUMBER (APN) 152-050-050

WHEREAS, the Planning Department of the City of Eastvale ("City") received two applications on September 7, 2016 from William and Delores Van Leeuwen (the "Applicant") requesting a General Plan Amendment to (GPA) from Medium Density Residential (MDR) of 2.1 to 5 dwelling units per acre to High Density Residential (HDR) of 8.1-14 dwelling units per acre and a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to achieve consistency between the General Plan and zoning designations; and

WHEREAS, the proposed General Plan Amendment and Change of Zone are considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, on December 19, 2016, using the method required under CEQA Guidelines Section 15072(b), the City provided a Notice of Intent (NOI) to adopt the proposed Negative Declaration to the Riverside County Clerk, and also published said NOI in compliance with state law in the *Press Enterprise*, a local newspaper of general circulation, regarding the public review period; and

WHEREAS, the City Council considered the Project pursuant to the City's General Plan, the City of Eastvale Municipal Code Title 120 (Planning and Zoning) and all other applicable State and local regulations; and

WHEREAS, the City made the Initial Study/Negative Declaration available for public review from December 19, 2016 to January 9, 2017 and which during said public review period, the City received XX written comments concerning XX; and

WHEREAS, the City of Eastvale City Council conducted a duly noticed public hearing on January 11, 2017, at which public testimony was received concerning Project No. 16-00029 and 16-00030, considered the Negative Declaration for the project pursuant to Section 15074 (Article 6) of CEQA.

NOW, THEREFORE, the City Council of the City of Eastvale does hereby resolve, determine, and order as follows:

SECTION 1. FINDINGS FOR GENERAL PLAN AMENDMENT

Finding 1: The proposed General Plan Amendment will cause no internal inconsistencies in the General Plan.

Evidence: The current General Plan land use designation for the project site is Medium Density Residential (MDR) which allows a density range of 2.1 to 5.0 dwelling units per acre. According to the City's General Plan Housing Element, 92-percent of the City's housing stock is made up of single family homes and while only 5.3-percent of the housing stock is made up of multi-family. The proposed project would allow for the provision of higher density housing in the City, helping to meet General Plan policy to ensure a sufficient supply of multi-family and single-family homes exists. Therefore, the project is consistent with the General Plan.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the City Council's decision is based, which include but are not limited to the staff reports as well as all materials that support the staff reports for the proposed project, are located in the City Clerk's office of the City of Eastvale at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. The custodian of these documents is the City Clerk of the City of Eastvale.

SECTION 4. DETERMINATION

Based upon the findings outlined in Sections 1 through 3, the City Council of the City of Eastvale hereby approves General Plan Amendment No. 16-00030 from Medium Density Residential (MDR) to High Density Residential (HDR).

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____
Joe Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Steven D. Aguilar, Assistant City Clerk

ORDINANCE NO. 2017-XX

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF EASTVALE, CALIFORNIA, ADOPTING A CHANGE OF ZONE FROM HEAVY AGRICULTURE (A-2-10) TO GENERAL RESIDENTIAL (R-3) OF APPROXIMATELY 15.77 ACRES LOCATED GENERALLY ON THE SOUTHEAST CORNER OF SCHOLAR WAY AND CITRUS AVENUE, ASSESSOR'S PARCEL NUMBER 152-050-050.

WHEREAS, the Planning Department of the City of Eastvale ("City") received two applications on September 7, 2016 from William and Delores Van Leeuwen (the "Applicant") requesting a General Plan Amendment, (the "Project") to (GPA) from Medium Density Residential (MDR) of 2.1 to 5 dwelling units per acre to High Density Residential (HDR) of 8.1-14 dwelling units per acre and a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation; and

WHEREAS, the proposed General Plan Amendment and Change of Zone are considered a "Project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, on December 19, 2016, using the method required under CEQA Guidelines Section 15072(b), the City provided a Notice of Intent (NOI) to adopt the proposed Negative Declaration to the Riverside County Clerk, and also published said NOI in compliance with state law in the *Press Enterprise*, a local newspaper of general circulation, regarding the public review period; and

WHEREAS, the City Council considered the Project pursuant to the City's General Plan, the City of Eastvale Municipal Code Title 120 (Planning and Zoning) and all other applicable State and local regulations; and

WHEREAS, the City made the Initial Study/Negative Declaration available for public review from December 19, 2016 to January 9, 2017 and which during said public review period, the City received XX written comments concerning XX. The project has been conditioned to address the concerns; and

WHEREAS, the City of Eastvale City Council conducted a duly noticed public hearing on January 11, 2017, at which public testimony was received concerning Project No. 16-00029 and 16-00030, considered the Negative Declaration for the project pursuant to Section 15074 (Article 6) of CEQA.

NOW, THEREFORE, the City Council of the City of Eastvale does hereby resolve, determine, and order as follows:

SECTION 1. The proposed project is subject to the California Environmental Quality Act (CEQA).

Finding: The proposed project requires the adoption of a Negative Declaration pursuant to Section 15074 (Article 6) of the California Environmental Quality Act (CEQA) Guidelines.

Evidence: The City prepared an Initial Study/Negative Declaration to analyze impacts resulting from the land use policy change to increase the density pursuant to CEQA. The Neg Dec was circulated for public review for a 21-day public review period and all project related comments received during the public review period have been addressed.

SECTION 2. MULTIPLE SPECIES HABITAT CONSERVATION PLAN (MSHCP)

The project is found to be consistent with the MSHCP. The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP Mitigation Fee.

SECTION 3. FINDINGS FOR CHANGE OF ZONE

Finding 1: Pursuant to the City of Eastvale Zoning Code, the City Council makes the finding below pertaining to Change of Zone No. 16-00030.

Evidence: The current zoning for the project is Heavy Agriculture (A-2-10), which allows limited residential uses that includes single family dwellings and mobile homes. The current A-2-10 zone would not be consisted with the proposed General Plan Land Use designation of HDR. However, the proposed R-3 zone district allows the development of multi-family residential dwellings, by right. The proposed R-3 zone would be consistent with the intensity intended for the parcel under the HDR designation, would allow the development potential of the project site to be consistent with the proposed General Plan land use designation, and would help to facilitate this type of development on the project site, should the applicant choose to do so.

SECTION 4. The Official Zoning Map for the City of Eastvale is hereby amended to change the zoning of Assessor's Parcel Number 152-050-050 from Heavy Agriculture (A-2-10) to General Residential (R-3) as described and illustrated in Exhibit A attached hereto.

SECTION 5. The Official Development Standards for the real property located on the southeast corner of Scholar Way and Citrus Avenue, Assessor's Parcel Number 152-050-050, are hereby adopted as described and illustrated in General Residential (R-3) zone district.

SECTION 6. This ordinance shall take effect and be in full force and operation thirty (30) days after adoption.

SECTION 7. If any section, subsection, subdivision, sentence, clause, or portion of this ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of the ordinance. The City Council hereby declares that it would have adopted this ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 8. The City Clerk shall certify to the adoption of this ordinance and shall cause the same to be published in accordance with law.

Attachment 3

PASSED, APPROVED AND ORDAINED this 11th day of January, 2017.

_____
Joseph Tessari, Mayor

APPROVED AS TO FORM:

_____
John E. Cavanaugh, City Attorney

ATTEST:

_____
Steven D. Aguilar, Assistant City Clerk

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City of Eastvale, California, do hereby certify that the foregoing City Council Ordinance No. 2017-XX, was introduced at a regular meeting of the City Council of the City of Eastvale held on the 11th day of January, 2017 and was passed by the City Council of the City of Eastvale at a regular meeting held the ____ day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Steven D. Aguilar, Assistant City Clerk

INITIAL STUDY FOR A

NEGATIVE DECLARATION FOR

Van Leeuwen General Plan Amendment and Change of Zone Project

(PROJECT 16-00029)

Lead Agency:

CITY OF EASTVALE

12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

December 2016

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APPENDICES

The appendices referenced in this Initial Study are included on the enclosed CD-ROM and are available at Eastvale City Hall located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, Monday through Thursday, 7:30 a.m. to 5:30 p.m.

- Criteria Air Pollutant Modeling Outputs (November 2016; prepared by Michael Baker International), attached as **Appendix 1**
- Greenhouse Gas Emissions Modeling Outputs (November 2016; prepared by Michael Baker International), attached as **Appendix 2**
- Project Noise Levels (November 2016; prepared by Michael Baker International), attached as **Appendix 3**
- Traffic Impact Analysis (November 2016; prepared by Urban Crossroads), attached as **Appendix 4**

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I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing an application for the proposal to change the General Plan land use designation and zoning for a 15.77-acre site located southeast of the intersection of Scholar Way and Citrus Street. The proposed project involves a General Plan Amendment (GPA) amending the land use designation from Medium Density Residential (MDR), at 2.1 to 5 dwelling units per acre, to High Density Residential (HDR), at 8.1 to 14 dwelling units per acre, and a Change of Zone (COZ) from Heavy Agriculture (A-2-10) to General Residential (R-3) to allow development consistent with the proposed General Plan land use designation.

On September 16, 2010, the Riverside County Board of Supervisors approved General Plan Amendment (GPA) No. 918 changing the land use designation for the project site from Medium Density Residential (MDR) to High Density Residential (HDR). The General Plan Land Use Map used by the County of Riverside was adopted by the City of Eastvale subsequent to the City's incorporation in October 2010. However, the City's adoption of the County's Land Use Map did not reflect the change in land use as approved in GPA No. 918. As a result, the project site's current land use designation (Medium Density Residential) remains the same as it was prior to the County's adoption of GPA No. 918.

Although the County approved a General Plan amendment in 2010, a corresponding change of zoning was not processed at that time; therefore, the zoning remains A-2-10.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.). The analysis in this study focuses on the physical impacts on the environment that would result from the change in land use designation (General Plan Amendment) and a Change of Zone. This Initial Study provides a conservative analysis of impacts to the environment.

B. PROJECT LOCATION AND DESCRIPTION OF SURROUNDING AREA

The 15.77-acre project site is located in Eastvale, Riverside County, California (APN 152-050-050). The regional and local vicinity of the project site are shown in **Figures 1** and **2**, respectively. The project site is located southeast of the intersection of Scholar Way and Citrus Street and west of Interstate 15.

The property is in an area bounded on the south by the Santa Ana River, on the west by Scholar Way, on the north by Citrus Street, and on the east by Hamner Avenue. The project site is in Section 36, Township 2 South, Range 7 West.

C. PROJECT DESCRIPTION

The applicant proposes a General Plan Amendment from Medium Density Residential (**Figure 3**), at 2.1 to 5 dwelling units per acre, to High Density Residential (**Figure 4**), at 8.1 to 14 dwelling units per acre, and a Change of Zone from A-2-10 (Heavy Agriculture) (**Figure 5**) to R-3 (General Residential) (**Figure 6**) on approximately 15.77 acres. The requested actions are further described as follows:

<u>General Plan Amendment</u>

The proposed project would amend the Land Use Map in the City of Eastvale General Plan. The proposed project is a land use policy change to increase the density that was initiated and approved by the County of Riverside before the City was incorporated. The County approved GPA No. 918, but the change in land

use designation of the project site from MDR to HDR is not reflected in the City's currently adopted Land Use Map because the County failed to notify the City of the approval.

Change of Zone

The Change of Zone would allow the zoning of the project site (and the corresponding development potential) to be consistent with the proposed General Plan land use designation. Having the site's zoning consistent with the General Plan would be consistent with state law and would help facilitate development of the project site, should the applicant or a future developer choose to do so.

The change in land use designation and zoning would allow an overall increase in density on the project site. As shown in **Table 1**, the existing land use designation of Medium Density Residential would allow the development of up to 79 dwelling units, compared to up to 221 units under the proposed High Density Residential designation. Therefore, the project would result in an overall increase of 142 in the maximum number of potential dwelling units[1], an increase of 180 percent.

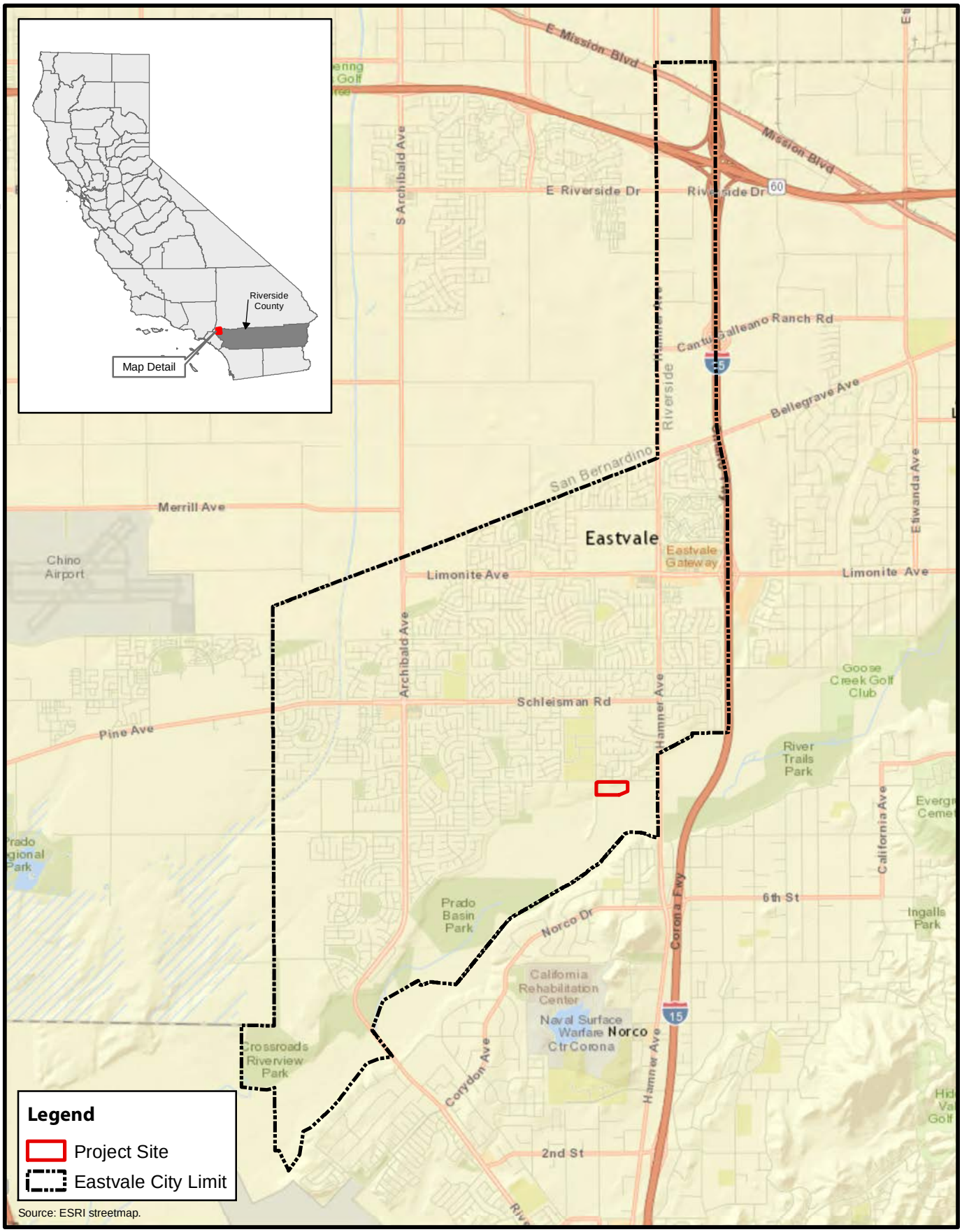
TABLE 1
SUMMARY OF LAND USE DESIGNATION CHANGES

Category	Existing	Proposed	Change	Percentage Change
Land Use Designation	Medium Density Residential	High Density Residential	—	—
Allowable Density	2.1–5 du/acre	8.1–14 du/acre	—	—
Dwelling Units (maximum)	79	221	+142	180%

du = dwelling units

[1] Note: This figure reflects the theoretical maximum potential number of units. No development project is proposed at this time, so this figure is used as the "worst case" scenario.

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Regional Location.mxd (11/16/2016)



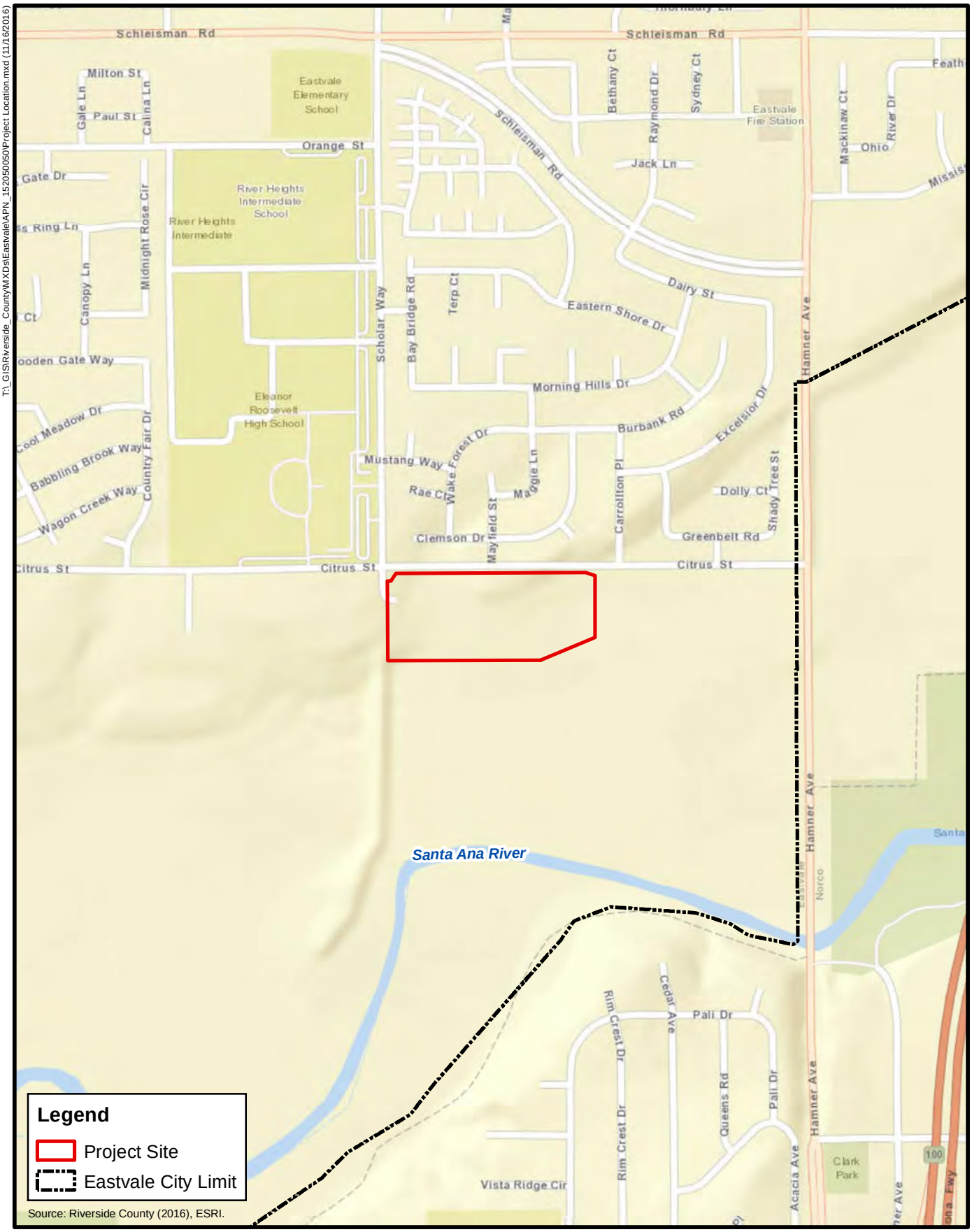
Source: ESRI streetmap.

0 0.5 1
MILES

FIGURE 1
Regional Location

Michael Baker INTERNATIONAL

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Project Location.mxd (11/16/2016)



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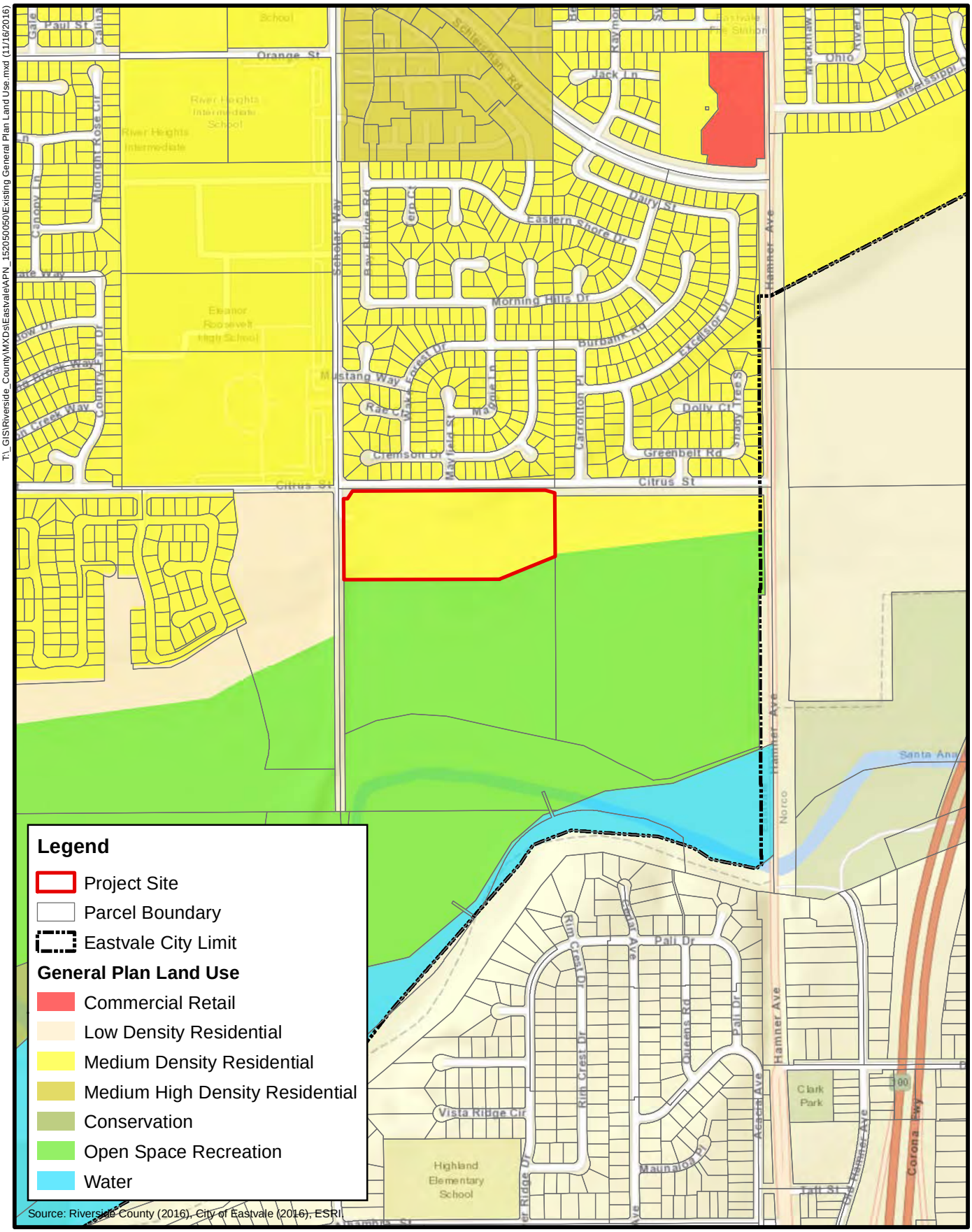
FEET

FIGURE 2
Project Location

Michael Baker INTERNATIONAL



T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Existing General Plan Land Use.mxd (11/16/2016)

FIGURE 3

Existing General Plan Land Use

Michael Baker INTERNATIONAL

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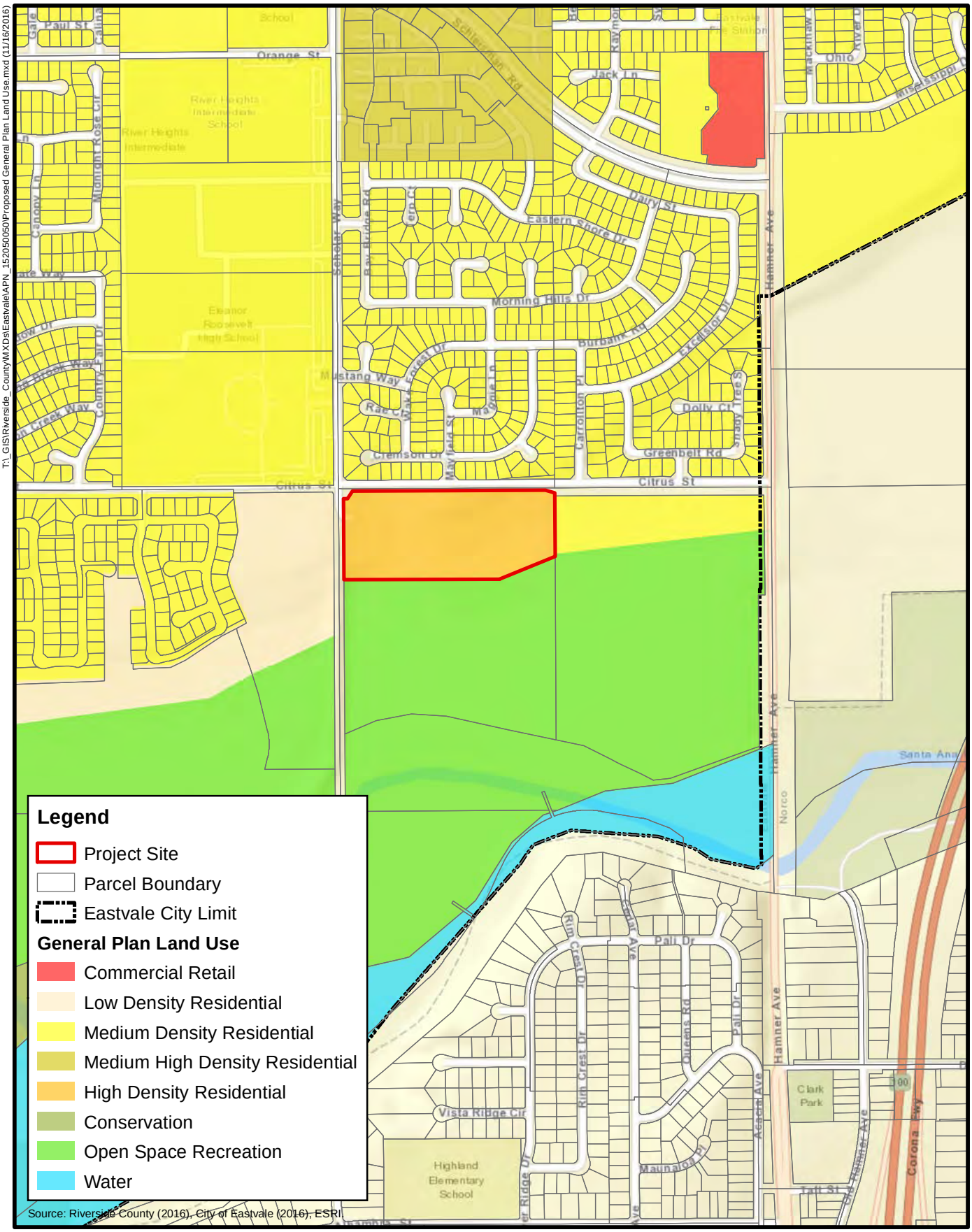

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FIGURE 4
Proposed General Plan Land Use

Michael Baker INTERNATIONAL

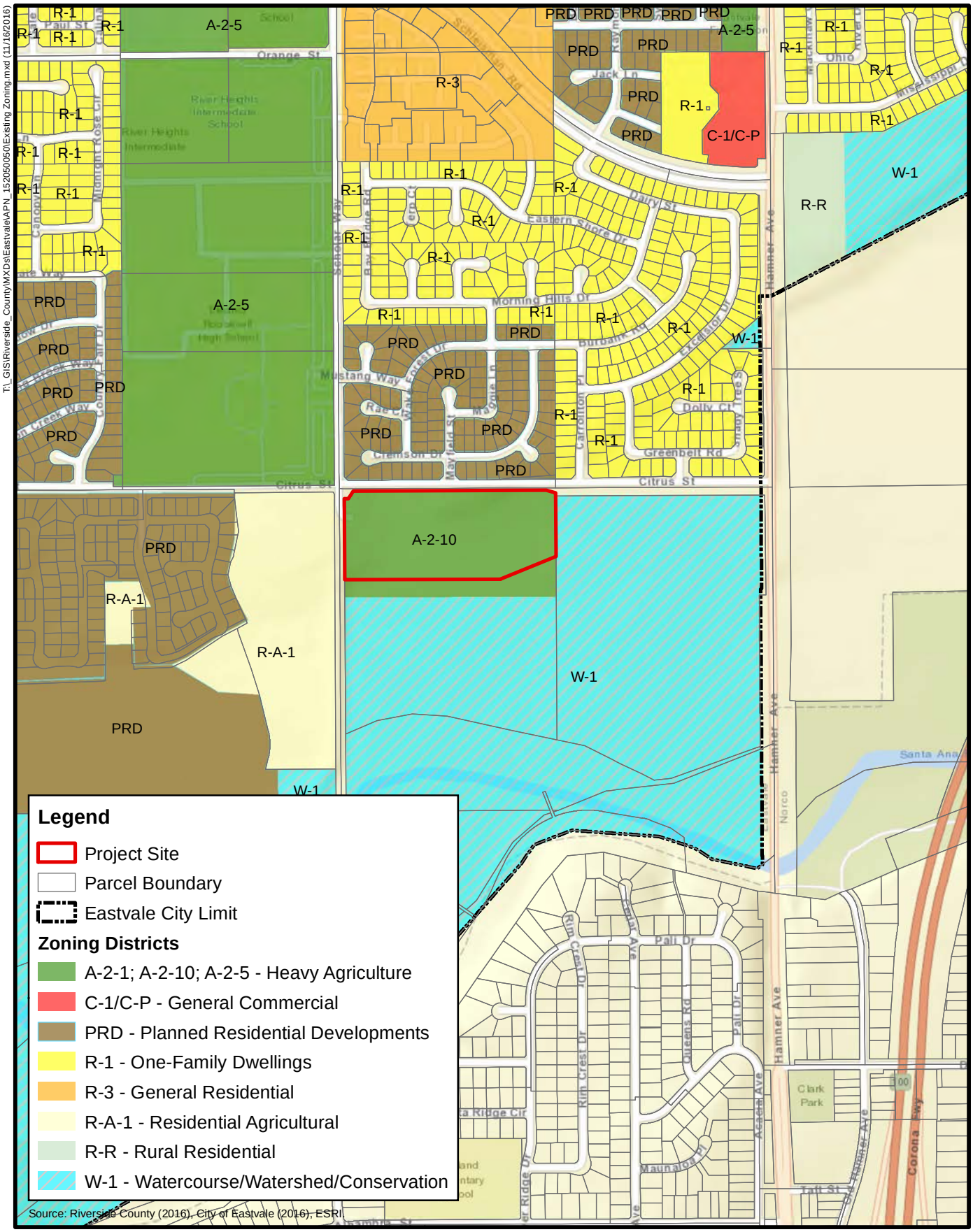

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FIGURE 5
Existing Zoning Districts

Michael Baker INTERNATIONAL

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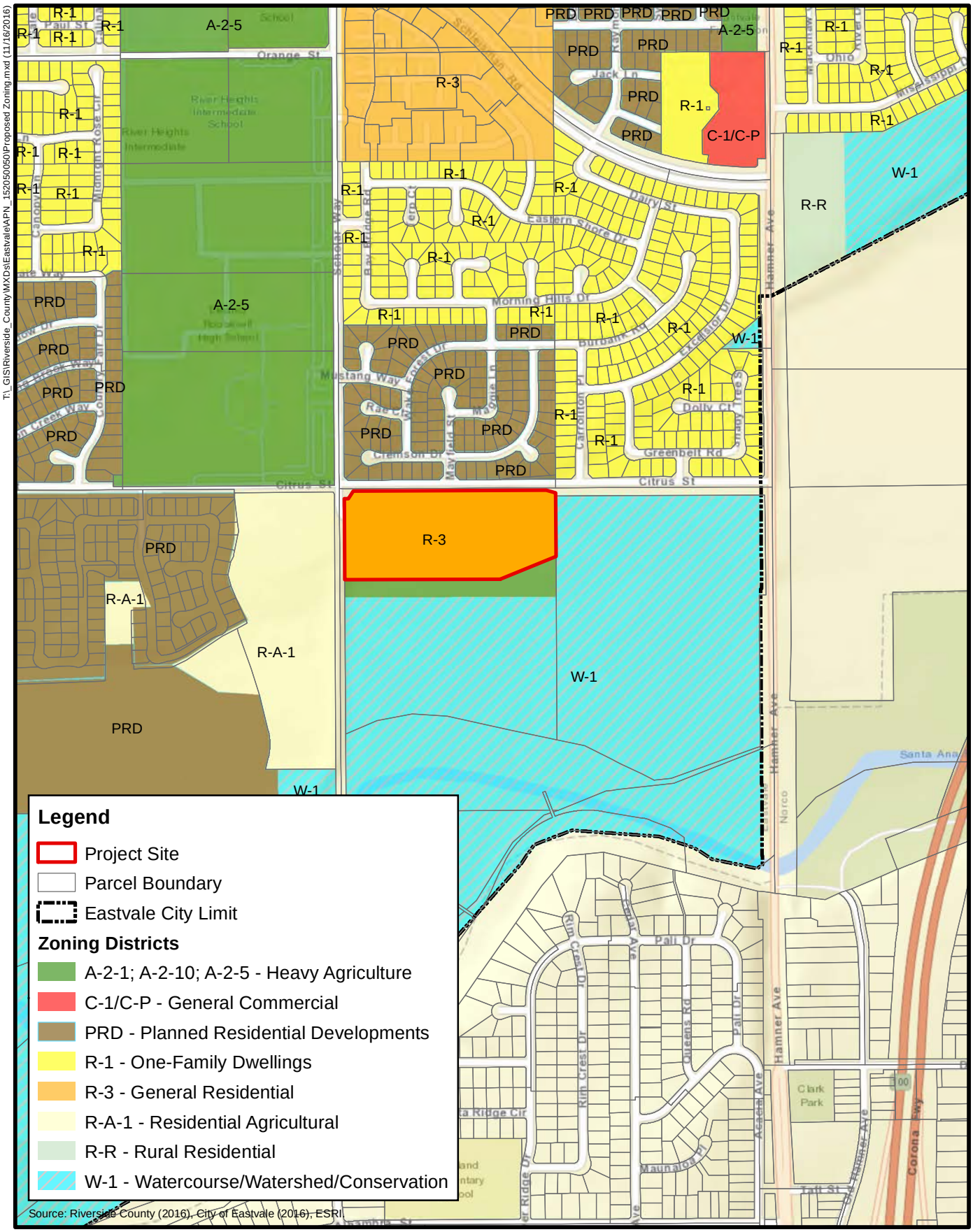

0 500 1,000
FEET

FIGURE 6
Proposed Zoning Districts

Michael Baker INTERNATIONAL

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Proposed Zoning.mxd (11/16/2016)

T:_GIS\Riverside_County\MXDs\Eastvale\APN_152050050\Existing Land Use.mxd (11/16/2016)

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FIGURE 7
Aerial Photo

Michael Baker INTERNATIONAL

II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

As shown in **Figure 3**, the City of Eastvale General Plan land use designation for the project site is Medium Density Residential (MDR), which is intended for single-family detached and attached residences and community centers.

The project site is zoned Heavy Agriculture (A-2-10), which allows limited agricultural uses (Figure 5). The City's General Plan was adopted in 2012. The City inherited the County of Riverside Zoning Code (Ordinance 348) upon incorporation in 2010, which was replaced with the adoption of an updated Zoning Code in 2013. The Zoning Map has been amended for a small number of development projects but has not been comprehensively revised since 2010.

Both the General Plan and Zoning Code can be found on the City's website at www.eastvaleca.gov.

B. PHYSICAL SETTING

The project site is partially developed and contains a single-family residence. The majority of the site has been disturbed due to previous agricultural activities. The vegetation on the site consists of urban/residential vegetation in the proximity of the abutting residential and open space uses. The project site is located to the north of the Santa Ana River, and the river's floodplain traverses the southern portion of the site.

The project site is near residential uses to the north (across Citrus Avenue, approximately 100 feet away) to the south (across the Santa Ana River, approximately 1,900 feet away).

Property to the west of the site is developed with one home; the land is zoned R-A, Residential Agriculture.

Eleanor Roosevelt High School is located northwest of the site.

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1.	**Project Title**	Van Leeuwen General Plan Amendment and Change of Zone (City of Eastvale projects 16-00029 and 16-00030)
2.	**Lead Agency Name and Address**	City of Eastvale 12363 Limonite Avenue, Suite 910 Eastvale, CA 91752
3.	**Contact Person and Phone Number**	Eric Norris; (530) 903-5694
4.	**Project Location**	15.77 acres located southeast of the intersection of Scholar Way and Citrus Street (APN 152-050-050)
5.	**Project Sponsor Name and Address**	William A. and Delores M. Van Leeuwen Family Trust 2201 Dupont Drive, Suite 300 Irvine, CA 92612
6.	**General Plan Designation Existing**	Medium Density Residential (MDR)
	General Plan Designation Proposed	High Density Residential (HDR)
7.	**Zoning Existing**	Heavy Agriculture (A-2-10)
	Zoning Proposed	General Residential (R-3)
8.	**Description of Project**	General Plan Amendment from Medium Density Residential (MDR) to High Density Residential (HDR) and Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3) to be consistent with the proposed General Plan land use designation

9. Surrounding Land Use Designations (see Figure 7)

North	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Planned Residential Development (PRD)
East	Land Use Designation	Medium Density Residential (MDR)
	Zoning	Watercourse/Watershed/Conservation (W-1)
South	Land Use Designation	Open Space Recreation (OS-R)
	Zoning	Watercourse/Watershed/Conservation (W-1)
West	Land Use Designation	Low Density Residential (LDR)
	Zoning	Residential Agricultural (R-A-1)

10. Other Required Public Agency Approval

None identified

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

C. DETERMINATION

On the basis of this initial evaluation:

☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative

December 7, 2016

Signature

Date

Eric Norris, Planning Director

IV. ENVIRONMENTAL ANALYSIS

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

DISCUSSION

a) **No Impact.** Scenic vistas include natural features such as topography, watercourses, rock outcrops, natural vegetation, and man-made alterations to the landscape. The project's surrounding vicinity is developed and suburban (see **Figure 7**) in nature and consists of typical residential development and open space. The project site does not contain unique visual features that would distinguish it from surrounding areas.

Future development consistent with the proposed land use and zoning changes would result in a more intensively developed project site. However, there are no scenic vistas identified in the General Plan on or near the proposed project site. Therefore, the project would have no impact on scenic vistas.

b) **No Impact.** The project site is not located in the vicinity of any highways that have been officially designated or are eligible for designation as a state scenic highway (Caltrans 2011). In addition, the project site does not include any scenic resources such as trees, rock outcrops, or historic buildings (see **Figure 7**). No impact to scenic resources is anticipated.

c) **Less Than Significant Impact.** The project consists of a General Plan Amendment to update the Land Use Map (General Plan Figure LU-1) and land use designation to reflect the previously approved GPA No. 918. While no new development is proposed as part of the GPA or COZ, future development would be more intensive than under the current designation. However, impacts on the visual character or quality would be similar in nature, and consistent with visual impacts associated with residential development. Therefore, impacts to visual character or quality would be less than significant.

d) **Less Than Significant Impact.** The project site is partially developed and does not generate any light or glare. The GPA and COZ would ultimately allow a more intensive land use density on the project site. However, lighting and glare associated with future development would remain consistent with that of residential development and subject to City development requirements. Therefore, impacts related to a new source of light or glare would be less than significant.

e) **No Impact.** As stated in Ordinance 655, lighting is only considered to be a potential impact to the Palomar Observatory if the project site is located in Zone A (within 15 miles of the observatory) or Zone B (within 45 miles of the observatory). The project site is not located within either Zone A or Zone B. In fact, the proposed project site is located approximately 57 miles from the observatory and therefore is not subject to the lighting restrictions in Ordinance 655. As such, no impact will occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

2. AGRICULTURE AND FORESTRY RESOURCES. Would the proposed project:					
	Issues	**Potentially Significant Impact**	**Less Than Significant Impact With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓	
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?			✓	
d)	Result in the loss of forestland or conversion of forestland to non-forest use?			✓	
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?			✓	
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forestland, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.					

DISCUSSION

a) **Less Than Significant Impact.** The project site is designated as Farmland of Local Importance, Farmland of Statewide Importance, and Prime Farmland (California Department of Conservation 2016). The project site is currently 15.77 acres of partially developed land. The proposed project would change the site's land use designation to allow high-density residential uses. The City's General Plan anticipates that the conversion of agricultural land use to nonagricultural uses through General Plan implementation throughout the City. The existing land use designation of Medium Density Residential, already anticipates future conversion of the project site from agriculture to housing, and the change from Medium to High Density Residential does not change or exacerbate this condition. The proposed project is a land use policy change that does not propose any development. Therefore, the project's impacts would be less than significant.

b) **Less Than Significant Impact.** The project site is currently zoned Heavy Agriculture (A-2-10). The project would include a Change of Zone from Heavy Agriculture (A-2-10) to General Residential (R-3). The General Residential (R-3) zone permits the foreseeable development of single-family and multiple-family homes, which would be consistent with the City of Eastvale's General Plan Policy LU-14. This policy promotes the clustering of residential designations and allows density of a particular land use designation to be clustered in one portion of the site in smaller lots.

As stated in the Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. The land that surrounds the project site consists of single-family residential, a school facility, and an existing park. Therefore, the zone change would promote Policies LU-14 and AQ-39, while being consistent with surrounding land use designations.

The site is designated Medium Density Residential in the Eastvale General Plan and would be converted to High Density Residential. The site is not operated under a Williamson Act contract with any local governments for the purpose of restricting specific parcels of land to agricultural or related open space use. Therefore, impacts would be less than significant.

c–e) **Less Than Significant Impact.** The project site is not located within an agricultural preserve. The parcel to the northwest of the site is zoned Heavy Agriculture–5-Acre Minimum (A-2-5); however, it does not contain active agricultural uses and has been fully developed as a high school campus. The land uses surrounding the project site do not include active agricultural activities and are primarily residential and recreational. Therefore, the project is not anticipated to result in other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project site is located in the South Coast Air Basin (SoCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O_3), coarse particulate matter (PM_{10}), and fine particulate matter ($PM_{2.5}$). These are considered criteria pollutants because they are three of several prevalent air pollutants known to be hazardous to human health. An area designated as nonattainment for an air pollutant is an area that does not achieve national and/or state ambient air quality standards for that pollutant.

To reduce emissions of criteria pollutants for which the SoCAB is in nonattainment, the SCAQMD adopted the 2012 Air Quality Management Plan (AQMP). The 2012 AQMP establishes a program of rules and regulations directed at reducing air pollutant emissions and achieving state (California) and national air quality standards. The 2012 AQMP is a regional and multi-agency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), and the US Environmental Protection Agency (EPA). The pollutant control strategies in the 2012 AQMP are based on the latest scientific and technical information and planning assumptions, including SCAG's 2016 Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. SCAG's latest growth forecasts were defined in consultation with local governments and with reference to local general plans. The project is subject to the SCAQMD's Air Quality Management Plan.

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

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

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

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

Concerning Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Eastvale General Plan is considered to be consistent with the AQMP. As previously stated, the project proposes a General Plan Amendment to redesignate the project site from Medium Density Residential, which allows 2.1 to 5 dwelling units per acre, to High Density Residential, which allows 8.1 to 14 dwelling units per acre. This proposed General Plan Amendment to redesignate the project site would allow residential development that would be denser than is allowed under the existing land use designation by more than 140 additional units.

However, according to the traffic impact analysis prepared for the project (Urban Crossroads 2016), the proposed project would result in an increase of approximately 1,370 daily trips compared to the current land use designation. The AQMP estimates a total of 396 million vehicle miles traveled (VMT) daily in the SoCAB in 2023. The average one-way work-trip length in the SoCAB is 16 miles (SCAQMD 2014). Therefore, assuming each of the 1,370 additional daily traffic trips spanned 16 miles, the result would be 21,920 daily VMT, which is an increase of 0.005 percent of the estimated daily VMT in 2023.

Although the project would result in an increase in the number of trips compared to that considered in the Air Quality Management Plan, the resultant VMT from trips generated by the project would not constitute a substantial increase in vehicle miles traveled from the number originally anticipated. As a result, the project would not conflict with the AQMP. Therefore, impacts would be less than significant.

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

Construction Emissions

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

Dust (PM_{10}) is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called fugitive emissions. Fugitive dust emission rates vary as a function of many parameters (e.g., soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation). All development projects in Eastvale, including the proposed project, are subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts pursuant to Eastvale General Plan Policy AQ-37 and SCAQMD Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement best available control measures for all sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM_{10} suppression techniques are summarized below.

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

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

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

- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.

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

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

Impacts assume compliance with applicable SCAQMD rules. The SCAQMD rules that are currently applicable during construction activity for this project include but are not limited to Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186/1186.1 (Street Sweepers). Rules 1113 and 403 are quantified in the emissions model.

Emissions were calculated using the California Emissions Estimator Model (CalEEMod), version 2016.3.1, a statewide land use emissions computer model designed to provide a uniform platform

for use by government agencies, land use planners, and environmental professionals. This model was developed in coordination with the SCAQMD and is the most current emissions model approved for use in California by various other air districts. The estimated maximum daily construction emissions are summarized in **Table 3-1**.

TABLE 3-1
MAXIMUM SHORT-TERM CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Construction Phase	Reactive Organic Gas	Nitrogen Oxide	Carbon Monoxide	Sulfur Oxide	Coarse Particulate Matter	Fine Particulate Matter
Year One	6.98	72.61	45.63	0.07	7.96	5.48
Year Two	11.55	53.49	47.39	0.08	4.47	3.33
Year Three	10.63	46.62	45.08	0.08	3.95	2.85
Maximum Daily Emissions	**11.55**	**72.61**	**47.39**	**0.08**	**7.96**	**5.48**
SCAQMD Threshold	75	100	550	150	150	55
Exceed Threshold?	No	No	No	No	No	No

*Source: CalEEMod, version 2016.3.1. See **Appendix 1**.*

As shown in **Table 3-1**, construction activity emissions would not exceed the numerical thresholds established by the SCAQMD for any criteria pollutants. Thus, a less than significant impact would occur.

CONSTRUCTION LOCALIZED SIGNIFICANCE ANALYSIS

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

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of a given project are above or below state standards. In the case of CO and nitrogen oxides (NOx), if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM_{10} and $PM_{2.5}$, both of which are nonattainment pollutants.

The SCAQMD established localized significance thresholds in response to the district's governing board's Environmental Justice Initiative I-4, which was developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD's (2008) Localized Significance Threshold Methodology. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses.

LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA), as demarcated by the SCAQMD, and the distance to the nearest sensitive receptor. The project site is located in SCAQMD SRA 22. LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO_2), particulate matter ≤10 microns (PM_{10}), and particulate matter ≤ 2.5 microns ($PM_{2.5}$).

The SCAQMD look-up tables are intended for projects less than or equal to 5 acres in size and provide standards for projects that are 1, 2, and 5 acres. **Table 3-2** is used to determine the maximum daily disturbed acreage for purposes of modeling localized emissions. While the proposed project site is approximately 15.77 acres, based on the data shown in **Table 3-2**, development of the site could actively disturb approximately 3.5 acres per day during site preparation and 5 acres per day during the grading phase of construction (CalEEMod version 2016.3.1). Therefore, 3.5 acres was extrapolated using the information provided from 1-, 2-, and 5-acre sites in the look-up table to identify the site preparation standard. For the grading standard, the 5-acre standard in the look-up table was used for the 5 acres of grading.

TABLE 3-2
MAXIMUM DAILY DISTURBED ACREAGE

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day	Operating Hours per Day	Acres Graded per Day
Site Preparation	Crawler Tractors	4	0.5	8	2.0
	Rubber-Tired Dozers	3	0.5	8	1.5
Total acres graded per day during site preparation					**3.5**
Grading	Rubber-Tired Dozers	1	0.5	8	0.5
	Crawler Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Excavators	2	0.5	8	1.0
	Scrapers	2	1.0	8	2.0
Total acres graded per day during grading					**5.0**

Source: CalEEMod, version 2016.3.1

Certain populations are especially sensitive to air pollution and are given special consideration when evaluating air quality impacts from projects. These groups of people include children, the elderly, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather are defined as sensitive receptors.

The nearest sensitive receptors are the single-family residential communities to the north across Citrus Street, approximately 20 meters (65 feet) from the project site. Notwithstanding, the SCAQMD methodology explicitly states, “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Therefore, LSTs for receptors located at 25 meters were used in this analysis. **Table 3-3** identifies the localized impacts at the nearest receptor location in the project vicinity.

TABLE 3-3
LOCALIZED SIGNIFICANCE SUMMARY – ON-SITE CONSTRUCTION EMISSIONS (POUNDS PER DAY)

Construction Phase		NO_x	CO	PM_{10}	$PM_{2.5}$
Site Preparation Emissions	Maximum Daily Emissions (on-site)	54.18	23.91	7.86	5.45
	SCAQMD Localized Threshold	**275.00**	**840.50**	**9.00**	**6.50**
	Threshold Exceeded?	**No**	**No**	**No**	**No**
Grading Emissions	Maximum Daily Emissions (on-site)	72.51	40.65	5.60	3.99
	SCAQMD Localized Threshold	**337.00**	**674.00**	**12.00**	**8.00**
	Threshold Exceeded?	**No**	**No**	**No**	**No**

*Source: CalEEMod, version 2016.3.1. See **Appendix 1***

Emissions during the site preparation phase and grading phase of construction activity would not exceed the applicable thresholds for any criteria pollutant. Therefore, a less than significant impact would occur.

Operational Emissions

Operational activities associated with future project site development would result in emissions of reactive organic gases (ROG), NOx, CO, sulfur oxide (SO_X), PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from area source emissions such as landscaping equipment and some consumer products, and mobile source emissions (tailpipe emissions from vehicles).

Emissions were calculated using CalEEMod, version 2016.3.1, assuming compliance with applicable SCAQMD rules. The SCAQMD rules currently applicable during operations for this project include SCAQMD Rule 445 (Wood-Burning Devices), which states that no person shall permanently install a wood-burning device into any new development. Operational emissions are summarized in **Table 3-4**. Projected emissions associated with proposed operations are compared to the allowable development under the current General Plan land use designation, which would allow a maximum of 80 residential units.

TABLE 3-4
LONG-TERM OPERATIONAL EMISSIONS

Source	Emissions					
	ROG	NO_x	CO	SO_2	PM_{10}	$PM_{2.5}$
Summer Emissions (Pounds per Day)						
Proposed Project Development Potential	11.56	43.35	88.73	0.26	16.29	4.89
Existing Development Potential	4.13	15.49	31.71	0.09	5.82	1.75
Net Increase in Emissions	**7.43**	**27.86**	**57.02**	**0.17**	**10.47**	**3.14**
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter Emissions (Pounds per Day)						
Proposed Project Development Potential	10.75	43.64	79.59	0.24	16.29	4.89
Existing Development Potential	3.84	15.60	28.44	0.08	5.82	1.75
Net Increase in Emissions	**6.91**	**28.04**	**51.15**	**0.16**	**10.47**	**3.14**
SCAQMD Threshold	55	55	550	150	150	55
Exceed SCAQMD Daily Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix 1** for emission model outputs*

As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, impacts would be less than significant.

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-1, 3-3,** and **3-4**).

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

d) **Less Than Significant Impact.** The potential impact of air pollutant emissions resulting from residential development on the project site at sensitive receptors has also been considered. Sensitive receptors can include uses such as long-term healthcare facilities, rehabilitation centers,

and retirement homes. Residences, schools, playgrounds, childcare centers, and athletic facilities can also be considered sensitive receptors.

As discussed in Issue b) above, results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, existing sensitive receptors would not be subject to significant air toxic impacts during construction on the project site. Results of the LST analysis indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Diesel Particulate Matter

In April 2005, CARB released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter, which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel particulate matter exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located approximately 2,758 feet east of the project site). Therefore, the site is located beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

An analysis of CO "hot spots" is needed to determine whether the change in the level of service (LOS) of an intersection as a result of the proposed project would have the potential to result in exceedances of the CAAQS or NAAQS. It has long been recognized that CO exceedances are caused by vehicular emissions, primarily when vehicles are idling at intersections. Vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the CO standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of control technology on industrial facilities, CO concentrations have steadily declined.

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

The proposed project considered herein would not produce the volume of traffic required to generate a CO hot spot in the context of the 1992 CO hot-spot analysis. Consequently, at buildout of the project, none of the intersections in the vicinity of the proposed project site would have traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the project area's meteorology to conclude that the intersections would yield higher CO concentrations if modeled in detail.

The SoCAB has been designated as attainment for CO since 2007, and even very busy intersections do not result in exceedances of the CO standard. Historical air quality data show that existing CO levels for the project area and the general vicinity do not exceed either state or federal ambient air quality standards. The CO concentrations in the project area are much lower than the federal and state carbon monoxide standards. The proposed project would not result in any significant increase in CO concentrations at nearby intersections. Therefore, project-related traffic would not significantly affect local CO levels under future year conditions, and the CO concentrations would be below the state and federal standards. No significant impact on local CO levels would occur. Pollutant emissions from project operation, also calculated with CalEEMod, would not exceed the SCAQMD thresholds for any criteria pollutants. LSTs would not be exceeded by long-term emissions from operation of the project. Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to CO emissions would be less than significant.

e) **Less Than Significant Impact**.

The proposed project does not contain land uses typically associated with emissions of objectionable odors.

Potential odor sources may result in the short term from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and the temporary storage of typical solid waste (refuse) associated with long-term operational uses. Standard construction requirements would minimize odor impacts resulting from construction activity. It should be noted that any construction odor emissions generated would be temporary, short term, and intermittent in nature; would cease on completion of the respective phase of construction activity; and would not affect a substantial number of people. Therefore, odor emissions are considered less than significant.

Refuse associated with future residential development would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. Future development on the site would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odor impacts associated with the proposed project's construction and operations would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project site has been disturbed by previous agricultural activity. It is not anticipated that future development of the project site would have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. The GPA and COZ would allow future development of higher density residential development, compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** Previous biological evaluations prepared for Riverside County review of the project site in 2009[2] concluded that there were no riparian or riverine resources located on the project site. In addition, no fairy shrimp habitat or suitable burrowing owl habitat or narrow endemic plant species were identified. Since the time of these biological evaluations the site has remained in active use, so that biological conditions are not likely to have changed. Therefore, future development of the project site would not be expected to have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. In addition, biological conditions would be confirmed in conjunction, and mitigation imposed if needed, in conjunction with any future development applications for the project site. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** Based on previous biological evaluations there are no vernal pools or riparian habitat present on the site. Therefore, future development of the project site would not be expected to have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The project site is in an area that has been disturbed by agricultural and residential uses in the past. This parcel is partially developed and contains one single-family residence. Although wildlife currently can move freely throughout portions of the site, the parcel is not considered a corridor or constrained linkage area (Table 3-3 MSHCP). As such, future development would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites. The GPA and COZ would allow future development of high-density residential development compared to the existing Medium Density Residential land use designation. However, a similar development footprint and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

e) **Less Than Significant Impact.** The GPA and COZ would have no bearing on policies or ordinances protecting biological resources. Future development of the project site would be subject to biological review, including any future tree preservation policies or ordinances adopted at the time of consideration. Therefore, the project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance Impacts would be less than significant.

f) **Less Than Significant Impact.** The project site is located within the plan area and subject to the Riverside County Multi-Species Habitat Conservation Plan (MSHCP), which protects and preserves

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[2] Biological Report and HANS 1917 Analysis in support of Riverside County Mitigated Negative Declaration for GPA No. 918, Environmental Assessment No. 41740, 2009.

certain habitats and species in the region.

The MSHCP delineates particular areas of concern through the identification of specific areas known as Criteria Cells, which typically contain certain restrictions on development and land alterations. The project site is not located within a Criteria Cell, so there are no special conservation requirements on the property. The project site is, however, still subject to be reviewed for consistency with other aspects of the MSHCP. In addition, the project site is within a Mitigation Fee Area. Future development would be required to pay these fees to comply with the overlying MSHCP. While the project would allow for future development of high-density residential compared to the existing Medium Density Residential land use designation; however, a similar development footprint, applicability of the MSHCP, and resulting impacts on biological resources would be expected under either designation. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

5. CULTURAL RESOURCES. Would the proposed project:						
	Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?				✓	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?				✓	
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓	
d)	Disturb any human remains, including those interred outside of dedicated cemeteries?				✓	
e)	Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
	i)	Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or			✓	
	ii)	A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.			✓	

DISCUSSION

a) **Less Than Significant Impact**. The project site has been partially developed and contains structures and features (residence, storage and shade structures, ponds, fencing, etc.) of unknown age. Thus, the site may contain historic resources that could be impacted by future development. Future development of the site is likely to make full use of the site irrespective of the change in density proposed by the project. Thus, the proposed project would not cause substantial adverse change in

the significance of a historical resource as defined in California Code of Regulations Section 15064.5. Therefore, the impacts would be less than significant.

b) **Less Than Significant Impact.** The project site has been highly disturbed and partially developed with a residence, pond, and internal roads and agricultural and other uses (i.e., storage containers on-site). Portions of the site soils are fully exposed, and the site is unlikely to feature intact archaeological features near the surface. However, buried archaeological resources may be present. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on buried resources. Future proposals for site development would be required to investigate potential archaeological conditions further and to notify the proper authorities should inadvertent archaeological finds be discovered during ground-disturbing activities. This is a standard requirement and not considered mitigation pursuant to CEQA. Therefore, the impacts would be considered less than significant.

c) **Less Than Significant Impact.** The project site has not been investigated by a professional paleontologist, so paleontological resources are presumed to be potentially present. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on buried resources. As such, the impacts would be less than significant.

d) **Less Than Significant Impact**. No known human remains are located on the project site; however, unknown remains could be disturbed by future development. Future development of the site is likely to make full use of the site, irrespective of the change in density proposed by the project, and will therefore have the same likelihood for impact on unknown human remains. Future development would be required to follow procedures of conduct following the discovery of human remains on nonfederal lands as mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). Therefore, impacts would be less than significant.

e) **Less Than Significant Impact.** Consultation with tribes consistent with Public Resources Code Section 21074 has been initiated to confirm whether there are any tribal cultural resources of interest to tribes that have expressed an interest in projects in Eastvale. Through this process, tribes have the opportunity to confirm whether any potential tribal cultural resources are likely to be present on the project site and cooperatively work with the City to address potential impacts. In addition, tribes will continue to be consulted with regard to specific development proposals considered at the project site. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a)

i) **Less Than Significant Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard (CGS 2015). An active fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (known as Earthquake Fault Zones; prior to January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that

pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy. The closest mapped active fault that could affect the site is the Chino-Central Avenue fault, located approximately 15 miles west of the subject site. The fault is capable of producing a maximum moment magnitude (Mw) of 6.7. Other known regional active faults that could affect the site include the Whittier, Elsinore-Glen Ivy, San Jose, Cucamonga, Sierra Madre, San Jacinto-San Bernardino segment, and Puente Hills faults. No active or potentially active faults have been previously mapped across the project site, and the site is not located in a current Alquist-Priolo Earthquake Fault Zone. The potential for fault ground rupture at the site is considered very low. As such, impacts are considered less than significant.

ii) **Less Than Significant Impact.** The site is located in Southern California, which is an active seismic area. The project site is located in an area of very high general ground shaking risk. Future residential development of the project site would be required to comply with the California Building Code and to take into consideration site specifics pertinent to ground shaking risks. Impacts would be less than significant.

iii) **Less Than Significant Impact.**

Liquefaction (Above Groundwater). The project site is located in an area mapped with a very high potential for liquefaction in the Riverside County Land Information System (RCLIS) (2016). If a subsequent liquefaction analysis determines that on-site liquefaction potential is high, recommendations will be incorporated into the design of future development to prevent hazards associated with liquefaction. In the presence of strong ground motion, liquefaction hazards are likely to occur in saturated, cohesionless soils. Common methods to reduce or eliminate liquefaction potential include densification methods, removal and replacement, or permanent dewatering. Future development proposals would be subject to review and comment by the County Geologist. Future development would be required to comply with California Building Code (CBC) requirements pertaining to high-density residential development, which would mitigate the potential impact to less than significant. Because CBC requirements are applicable to all commercial and residential development, they are not considered mitigation for CEQA implementation purposes. Impacts would be less than significant.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. The project site is located in an area susceptible to subsidence, but not located near any documented areas of subsidence. CBC requirements pertaining to future high-density residential development would mitigate the potential impact to less than significant.

iv) **Less Than Significant Impact.** The topography on the project site slopes gently toward the Santa Ana River, with few significant slopes. Adjacent areas are similarly situated and substantially developed and thus are not expected to be sources of landslides. On-site soil conditions would be required to be investigated as part of any specific future development proposals, and developments would be designed with consideration of CBC requirements for the site-specific conditions. Therefore, impacts would be less than significant.

b) **Less Than Significant Impact.** The project proposes a change in residential density and does not involve a specific development whose construction could create erosion and soil loss. Future development associated with the project site would be subject to compliance with the requirements

set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction, which requires the implementation of a stormwater pollution prevention plan, including erosion control measures. Therefore, the impacts would be less than significant.

c) **Less Than Significant Impact.**

Soil Compressibility. Soil compressibility refers to a soil's potential for settlement (or decrease in volume) when subjected to increased loads such as from a fill surcharge. Compacting organic-rich soils is inadvisable, as it is difficult to obtain sufficient compaction to support foundations, and the soil will settle as the organic material decays. The proposed project does not include ground-disturbing activity; therefore, the impacts are considered less than significant.

Subsidence. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. According to the RCLIS (2016), the project site is located in an area susceptible to subsidence.

All future development on the site would be required to comply with Chapter 33 of the California Building Code related to grading and excavation, other applicable building regulations, and standard construction techniques. The displacement of soil through cut and fill will be controlled by CBC Chapter 33 related to grading and excavation. Modern engineering practices and compliance with established building standards, including the CBC, which require special design and construction methods, would reduce impacts to a less than significant level.

d) **Less Than Significant Impact.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. The project site may be underlain by expansive soil; however, CBC requirements pertaining to future residential development will mitigate the potential impact to less than significant. The project does not include new residential development and would not be breaking ground. As CBC requirements are applicable to all residential development, they are not considered mitigation for CEQA implementation purposes. Therefore, impacts would be less than significant.

e) **No Impact.** If future development is proposed on the site, this development would be served by the municipal sewer system of the Jurupa Community Services District (JCSD). No impacts are identified for this issue area.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** There is scientific consensus that the contribution of greenhouse gas (GHG) emissions into the atmosphere is resulting in the change of the global climate. The global average temperature is expected to increase relative to the 1986–2005 period by 0.3 to 4.8 degrees Celsius (°C) (0.5–8.6 degrees Fahrenheit [°F]) by the end of the twenty-first century (2081–2100), depending on future GHG emission scenarios (IPCC 2014). According to the California Natural Resources Agency (2012), temperatures in California are projected to increase 2.7°F above 2000 averages by 2050 and, depending on emission levels, 4.1–8.6°F by 2100. Physical conditions beyond average temperatures could be indirectly affected by the accumulation of GHG emissions. For example, changes in weather patterns resulting from increases in global average temperature are expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. The Global Warming Solutions Act, also known as Assembly Bill (AB) 32, is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020.

Construction and operation associated with future development of the project site would generate GHG emissions, with the majority of energy consumption and associated generation of GHG emissions occurring during operation (as opposed to during construction). During future construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHG emissions such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Furthermore, CH_4 is emitted during the fueling of heavy equipment. Operational activities associated with the proposed project would result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions; energy source emissions; mobile source emissions; solid waste; and water supply, treatment, and distribution.

Area sources would result in GHG emissions generated from landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category includes lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain landscaping. Area sources would also result in GHG emissions generated from the combustion of wood or biomass and are considered biogenic emissions of CO_2. However, the project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development. Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO_2 and other GHG emissions

directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered to be indirect emissions.

GHG emissions would also result from mobile sources associated with future development. These mobile source emissions will result from the typical daily operation of motor vehicles by future residents. Mobile source emissions are dependent on overall daily vehicle trip generation. Residential land uses would result in the generation and disposal of solid waste. Waste is diverted from landfills through a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. GHG emissions from landfills are associated with the anaerobic breakdown of material. Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater; this amount of electricity depends on the volume of water as well as the sources of the water.

Addressing GHG generation impacts requires an agency to make a determination as to what constitutes a significant impact. The amendments to the CEQA Guidelines specifically allow lead agencies to determine thresholds of significance that illustrate the extent of an impact and are a basis from which to apply mitigation measures. This means that each agency is left to determine whether a project's GHG emissions will have a "significant" impact on the environment. The guidelines direct that agencies are to use "careful judgment" and "make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" the project's GHG emissions (14 California Code of Regulations Section 15064.4(a)).

A number of expert agencies throughout the state have drafted or adopted varying threshold approaches and guidelines for analyzing operational GHG emissions in CEQA documents. The different thresholds include (1) compliance with a qualified GHG reduction strategy, (2) performance-based reductions, (3) numeric "bright-line" thresholds, and (4) efficiency-based thresholds. The California Supreme Court decision in the *Centers for Biological Diversity et al. v. California Department of Fish and Wildlife, the Newhall Land and Farming Company* (November 30, 2015, Case No. S217763) confirmed that when an "agency chooses to rely completely on a single quantitative method to justify a no-significance finding, CEQA demands the agency research and document the quantitative parameters essential to that method."

As noted earlier, AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. Efficiency-based thresholds represent the rate of emission reductions needed to achieve a fair share of California's GHG emissions reduction target established under AB 32. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. AB 32 is the only legally mandated requirement for the reduction of greenhouse gases. As such, compliance with AB 32 is the current adopted basis upon which an agency can base its significance threshold for evaluating a project's GHG impacts. However, it is acknowledged that Executive Orders 5-03-05 and B-30-15, Senate Bill (SB) 375, and the recently signed legislation of SB 32 will ultimately result in GHG emission reduction targets for years beyond 2020.

The SCAQMD has not announced when staff is expecting to present a finalized version of its GHG thresholds to the governing board. On September 28, 2010, the SCAQMD recommended an interim screening level numeric bright-line threshold of 3,000 metric tons per year of carbon dioxide equivalent (CO_2e) for land use projects. These efficiency-based thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. This working group was formed

to assist the SCAQMD's efforts to develop a GHG significance threshold and is composed of a wide variety of stakeholders including the California Governor's Office of Planning and Research (OPR), CARB, the Attorney General's Office, a variety of city and county planning departments in the South Coast Air Basin, various utilities such as sanitation and power companies throughout the SoCAB, industry groups, and environmental and professional organizations. The numeric bright line was developed to be consistent with CEQA requirements for developing significance thresholds, is supported by substantial evidence, and provides guidance to CEQA practitioners with regard to determining whether GHG emissions from a proposed project are significant.

Emissions resulting from implementation of the proposed project have been quantified and the quantified emissions are compared with the SCAQMD greenhouse gas threshold. The anticipated GHG emissions during project construction (amortized over 30 years pursuant to SCAQMD guidance) and operation are shown in **Table 7-1**. Projected GHG emissions associated with proposed operations are compared to the allowable development under the current General Plan designation, which includes 80 residential units.

TABLE 7-1
GREENHOUSE GAS EMISSIONS – PROJECT OPERATIONS (METRIC TONS PER YEAR)

Emissions Source	CO_2e
Proposed Development Potential	
Annual construction-related emissions amortized over 30 years	41
Area Source (landscaping, hearth)	53
Energy	760
Mobile	3,637
Waste	52
Water	113
Total	**4,656**
Existing Development Potential	
Annual construction-related emissions amortized over 30 years	33
Area Source (landscaping, hearth)	19
Energy	272
Mobile	1,300
Waste	19
Water	40
Total	**1,683**
Increase	
Annual construction-related emissions amortized over 30 years	8
Area Source (landscaping, hearth)	34
Energy	488
Mobile	2,337
Waste	33
Water	73
Total	**2,973**
SCAQMD Potentially Significant Impact Threshold	3,000
Exceed SCAQMD Threshold?	**No**

*Source: CalEEMod version 2016.3.1. See **Appendix 2** for emission model outputs.*

As shown, GHG emissions projected to result from both construction (amortized over 30 years pursuant to SCAQMD guidance) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold. The impact is therefore considered less than significant.

b) **Less Than Significant Impact**. Although the City of Eastvale has not adopted a GHG reduction plan, the project would be below the SCAQMD's greenhouse gas threshold (see Issue a) above). Furthermore, as previously mentioned, AB 32 is the legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In addition, statewide goals for GHG reductions in the years beyond 2020 have been recently codified into state law with the passage of SB 32. Signed into

law on September 2016, SB 32 codifies the 2030 target in the recent Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes the state board to adopt an interim GHG emissions level target to be achieved by 2030. SB 32 states that the intent is for the Legislature and appropriate agencies to adopt complementary policies which ensure that the long-term emissions reductions advance specified criteria. At the time of writing this Initial Study, however, no specific policies or emissions reduction mechanisms have been established.

SCAG's 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), adopted April 7, 2016, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS embodies a collective vision for the region's future and is developed with input from local governments, county transportation commissions, tribal governments, nonprofit organizations, businesses, and local stakeholders in Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. The RTP/SCS establishes GHG emissions goals for automobiles and light-duty trucks for 2020 and 2035, and establishes an overall GHG target for the region consistent with both the target date of AB 32 (2020) and the post-2020 GHG reduction goals of SB 32. The 2016 RTP/SCS contains over 4,000 transportation projects, including highway improvements, railroad grade separations, bicycle lanes, new transit hubs, and replacement bridges. These future investments were included in county plans developed by the six-county transportation commissions and seek to reduce traffic bottlenecks, improve the efficiency of the region's network, and expand mobility choices. The RTP/SCS is an important planning document for the region, allowing project sponsors to qualify for federal funding. In addition, the RTP/SCS is supported by a combination of transportation and land use strategies that help the region achieve state GHG emission reduction goals and federal Clean Air Act requirements, preserve open space areas, improve public health and roadway safety, support the vital goods movement industry, and use resources more efficiently. The proposed project's consistency with the RTP/SCS goals is analyzed in detail in **Table 7-2**. As shown in **Table 7-1**, GHG emissions resulting from development-related mobile sources are a major source of emissions. Therefore, project comparison to the RTP/SCS is an appropriate indicator of whether the proposed project would inhibit the post-2020 GHG reduction goals promulgated by the State.

As shown in **Table 7-2**, the project would not conflict with any components of the RTP/SCS. The impact is therefore considered less than significant.

TABLE 7-2
CONSISTENCY WITH SCAG'S REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY GOALS

SCAG Goals	Compliance with Goal
Goal 1: Align the plan investments and policies with improving regional economic development and competitiveness.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 2: Maximize mobility and accessibility for all people and goods in the region.	Consistent: Improvements to the transportation network in Eastvale are developed and maintained to meet the needs of local and regional transportation and to ensure efficient mobility. A number of regional and local plans and programs are used to guide development and maintenance of transportation networks, including but not limited to: • Riverside County Congestion Management Program • Caltrans Traffic Impact Studies Guidelines • Caltrans Highway Capacity Manual • SCAG RTP/SCS
Goal 3: Ensure travel safety and reliability for all people and goods in the region.	Consistent: All modes of transit in Eastvale are required to follow safety standards set by corresponding regulatory documents. Pedestrian walkways and bicycle routes must follow safety precautions and standards established by local (e.g., City of Eastvale, County of Riverside) and regional (e.g., SCAG, Caltrans) agencies. Roadways for motorists must follow safety standards established for the local and regional plans.
Goal 4: Preserve and ensure a sustainable regional transportation system.	Consistent: All new roadway developments and improvements to the existing transportation network must be assessed with some level of traffic analysis (e.g., traffic assessments, traffic impact studies) to determine how the developments would impact existing traffic capacities and to determine the needs for improving future traffic capacities.
Goal 5: Maximize the productivity of our transportation system.	Consistent: The local and regional transportation system would be improved and maintained to encourage efficiency and productivity. The City's Public Works Department oversees the improvement and maintenance of all aspects of the public right-of-way on an as-needed basis. The City also strives to maximize productivity of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Eastvale.
Goal 6: Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking).	Consistent: The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development are encouraged through the development of alternative transportation methods, green design techniques for buildings, and other energy-reducing techniques. For example, development projects are required to comply with the provisions of the California Building and Energy Efficiency Standards and the Green Building Standards Code (CALGreen). The City also strives to maximize the protection of the environment and improvement of air quality by encouraging and improving the use of the region's public transportation system (e.g., bus, bicycle) for residents, visitors, and workers coming into and out of Eastvale.
Goal 7: Actively encourage and create incentives for energy efficiency, where possible.	Not Applicable: This is not a project-specific policy and is therefore not applicable.
Goal 8: Encourage land use and growth patterns that facilitate transit and non-motorized transportation.	Consistent: See response to RTP/SCS Goal 6.
Goal 9: Maximize the security of our transportation system through improved system monitoring, rapid	Consistent: The City of Eastvale monitors existing and newly constructed roadways and transit routes to determine the adequacy and safety of these systems. Other local and regional agencies (e.g., Riverside County Transportation Department,

SCAG Goals	Compliance with Goal
recovery planning, and coordination with other security agencies.	Caltrans, SCAG) work with the City to manage these systems. Security situations involving roadways and evacuations would be addressed in the County of Riverside's emergency management plans (e.g., Riverside County Operational Area Emergency Operations Plan) developed in accordance with the state and federal mandated emergency management regulations.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The project proposes a High Density Residential land use designation and General Residential zoning; therefore, the project will not create a significant hazard to the public or the environment through the routine transport or disposal of hazardous materials.

Through implementation of conditions of approval applied to future development and standard City requirements, the impact from hazardous materials is considered less than significant.

b) **Less Than Significant Impact.** The project proposes a change in land use designation that would allow high-density residential land uses. These uses may result in the use and disposal of substances such as household cleaning products, fertilizers, pesticides, automotive fluids, etc., but the nature and volume of such substances associated with the residential uses would not present the potential to create a significant public or environmental hazard. Impacts would be less than significant.

c) **Less Than Significant Impact.** Eleanor Roosevelt High School is located 0.4 mile northwest of the project site (Google Earth 2014). The project proposes an amendment to the General Plan land use designation from Medium Density Residential to High Density Residential and a Change of Zone from Heavy Agriculture to General Residential. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous material. The project does not include proposed developments that would emit or handle hazardous materials. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The project site is not located on the State of California Hazardous Waste and Substances Sites List published by the California Department of Toxic Substances Control (2016). The site's historic use is associated with agriculture and thus was potentially subject to the routine use of hazardous materials associated with agricultural activities, such as fuel and oil used to operate machinery, paints and solvents used to maintain facilities, and pesticides and fertilizers associated with cultivation. Future development would likely require further investigation of the potential for existing hazardous material releases, and remediation, if needed, prior to development. The proposed change in land use and zoning to high-density residential would have no bearing on these conditions. Therefore, project impacts would be less than significant.

e, f) **Less Than Significant Impact**. The project is not located within 2 miles of a public airport or public use airport, or a private airstrip or heliport. Future development of the project site would not result in a safety hazard for people residing or working in the project area. The project site is located approximately 6 miles from the Chino Airport and is not in the Chino Airport Influence Area. Therefore, impacts would be less than significant.

g) **Less Than Significant Impact.** The project proposes a High Density Residential land use and would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Therefore, impacts would be less than significant.

h) **Less Than Significant Impact.** The project site is not designated as a high fire hazard area (RCLIS 2016). The site is also located in an urbanizing area, further reducing the threat of exposure to wildfire. The surrounding parcels do not contain wildlands. It is not likely that people or structures would be exposed to significant risk of loss, injury, or death involving fires. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

Floodplain review is required on the majority of the site. The site is also located within the Santa Ana River Corridor Policy Area (SAPA). Of particular relevance here is the fact that the proposal to increase the height of the Prado Dam would cause inundation of land below an elevation of 566 feet in this area, and much of the site lies between the 560- and 580-foot elevation contours. Among SAPA policies relevant to

the site are the following: (1) protect the multipurpose open space attributes of the Santa Ana River Corridor through adherence to policies in the Flood & Inundation Hazards section of the Safety Element, the MSHCP section of the Multipurpose Open Space Element, and the Open Space, Habitat & Natural Resource Preservation section of the Land Use Element; (2) require development, where allowable, to be set back an appropriate distance from the top of bluffs to protect the natural and recreation values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods; (3) minimize the disruption of sensitive vegetation and species, especially, in and near the 566-foot elevation contour; and (4) preserve areas subject to erosive flood in a natural state.

a) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone would not violate any water quality standards or waste discharge requirements. Future development at this density would be subject to state and local requirements for water quality protection in conjunction with construction and site design. Therefore, impacts would be less than significant.

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

   The Jurupa Community Services District would provide water for the project site during construction, and after construction to any future residential development, through its established system and various water resources. Future development would not be anticipated to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create substantial additional sources of polluted runoff. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** The project site does not contain any streams, rivers, or other drainage features. The proposed high-density residential uses would have the potential to alter the existing drainage pattern of the site or area. However, grading associated with future development would be required to be designed in a manner that perpetuates the existing natural drainage patterns with respect to tributary drainage area, outlet points, and outlet conditions. Substantial erosion or siltation on- or off-site is not anticipated. Therefore, impacts would be less than significant.

d) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or create substantial additional sources of polluted runoff. Future development plans would be required to conform to current stormwater requirements including mirror predevelopment conditions for stormwater runoff volume and rate, use low impact design measures, and treat water quality prior to stormwater release. As a result, future development would not increase stormwater volumes. Thus, the impacts would be less than significant.

e) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to degrade water quality. As previously discussed, future development proposals would be required to satisfy local and state water quality requirements for development. Therefore, the impacts would be less than significant.

f, g) **Less Than Significant Impact.** A portion of the project site lies within a floodplain. Implementing projects would be required to be designed so that no housing is placed in the floodway area, and flood flows would not be impeded or redirected. In addition, future development proposals would be subject to City review for floodplain considerations. Therefore, impacts would be less than significant.

h) **Less Than Significant Impact.** The project site is not within a downstream dam inundation area whose failure could expose people or structures to flooding. A portion of the project site is within the Santa Ana River upstream inundation area for Prado Dam, a flood zone. Use of this portion of the site would be subject to flood review considerations/restrictions. Therefore, the impacts would be less than significant.

i) **No Impact.** The project site is not located near any large inland bodies of water or the Pacific Ocean so as to be inundated by seiches or tsunamis, nor is the project site located on or near steep slopes where rapid erosion could trigger mudflows. As such, no impact is associated with this issue area.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **No Impact.** The proposed land use designation of High Density Residential and zone of General Residential will not disrupt or divide the physical arrangement of an established community. Therefore, no impacts would occur.

b) **Less Than Significant Impact.** The project site is currently designated by the Eastvale General Plan as Medium Density Residential (MDR) and is zoned Heavy Agriculture (A-2-10). The project applicant is applying for a General Plan Amendment to change the site's land use designation to High Density Residential (HDR) and for a Change of Zone to revise the zoning to General Residential (R-3). Approval of these requests would amend the City's General Plan Land Use Map and Zoning Map and would result in consistency with these documents. Neither the current nor the proposed General Plan land use designation is designed to avoid or mitigate an environmental effect. Both designations are designed to allow urban uses. As stated in the City of Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. The proposed project has been reviewed by the City and was determined to fully comply with, or would not otherwise conflict with, all General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. The project is required to comply with all Eastvale Municipal Code chapters and sections. The following Eastvale Municipal Code chapters/sections were adopted for the purpose of avoiding or mitigating an environmental effect: 10.36 (Transportation Demand Management Program); 14.12 (Stormwater Drainage System Protection Regulations); 16.36 (Fly Control); 16.104 (Mobile Source Air Pollution Reduction Program); 110.60 (Earthquake Fault Area Construction Regulations); and 120.05.100 (Outdoor Displays, Sales, and Storage). Sections of the code that address environmental impacts are discussed in the relevant topic areas of this Initial Study. Further, the property is predominantly surrounded by urban uses and will not impact any adjacent plan for avoiding or mitigating an environmental effect. Therefore, impacts would be less than significant.

c) **Less Than Significant Impact.** The City of Eastvale participates in the Western Riverside County MSHCP. The plan establishes areas of sensitivity considered Criteria Areas or Cells, which require further review by the MSHCP implementing agency. Projects outside of these areas can proceed consistent with the provisions of other portions of the MSHCP and CEQA, and are subject to payment of an MSHCP Mitigation Fee. Eastvale Municipal Code Chapter 4.62 requires payment of MSHCP fees at the time a certificate is issued for the residential unit or development project or upon final inspection, whichever occurs first. Future development of the project site would require compliance with provisions of the MSHCP. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **No Impact.** There are no mineral resource recovery sites on the project site delineated in the Eastvale General Plan (2012a) or other land use plan of value to the region or to the residents of the state. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, no impacts would occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

Noise Fundamentals

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The selection of a proper noise descriptor for a specific source is dependent on the spatial and temporal distribution, duration, and fluctuation of the noise. The noise descriptors most often encountered when dealing with traffic, community, and environmental noise include an overall frequency-weighted sound level in decibels that approximates the frequency response of the human ear (A-weighted decibels or dBA). Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3 dBA change is considered a just-perceivable difference.

- A change in level of at least 5 dBA is required before any noticeable change in community response would be expected. An increase of 5 dBA is typically considered substantial.

- A 10 dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response (FICON 1992).

Noise can be generated by a number of sources, including mobile sources, such as automobiles, trucks, and airplanes, and stationary sources, such as construction sites, machinery, and industrial operations. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Mobile transportation sources, such as highways, and hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3.0 dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance from the source. Noise generated by stationary sources typically attenuates at a rate of approximately 6.0 to 7.5 dBA per doubling of distance from the source.

Sound levels can be reduced by placing barriers between the noise source and the receiver. In general, barriers contribute to decreasing noise levels only when the structure breaks the "line of sight" between the source and the receiver. Buildings, concrete walls, and berms can all act as effective noise barriers. Wooden fences or broad areas of dense foliage can also reduce noise, but are less effective than solid barriers.

a) **Less Than Significant Impact.** The noise criteria identified in the City of Eastvale General Plan Noise Element (Table N-3) are guidelines to evaluate the land use compatibility of transportation and stationary related noise. The General Plan compatibility criteria provide the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. Table N-3 (Noise Compatibility by Land Use Designation) in the Eastvale General Plan lists guidelines to evaluate the acceptability of noise level impacts. Residential land uses, such as allowed on the project site and surrounding the project site, are considered *completely compatible* with exterior noise levels below 60 dBA CNEL and *tentatively compatible* with noise levels between 60 and 70 dBA CNEL.

The predominant noise source associated with future development on the project site would be traffic-generated noise. Similarly, traffic noise is the primary source of noise currently affecting the project area. Nonetheless, typical residential neighborhood noise sources such as heating and air conditioning systems and property maintenance (i.e., the operation of lawn mowers, garbage trucks, etc.) would be generated during operation of future residential development allowed under the project. Noise generated by such sources would occur on an intermittent basis, primarily during the day and evening hours and less frequently at night. Heating and air conditioning systems would be the primary stationary noise source associated with the proposed residential land uses. Large HVAC systems can result in noise levels that average between 50 and 65 dBA at 50 feet from the equipment. While the trash compactors on garbage trucks can reach noise levels of 90.1 dBA, this noise source is much more intermittent and short in duration. Section 8.52.020 of the City's Municipal Code exempts sound sources typically associated with residential uses and associated property maintenance, such as air conditioners, trash pickup, etc. (property maintenance involving noise-generating equipment is restricted to the hours between 7:00 a.m. and 8:00 p.m.).

Future traffic noise levels throughout the area surrounding the project site were modeled based on the traffic volumes identified by Urban Crossroads (2016) to determine the noise level contours along project area roadways (see **Appendix G**). **Table 12-1** compares the calculated peak-hour

roadway noise levels during existing conditions, with resultant traffic levels under the development potential of the existing land use designation, and with the development potential allowed under the proposed project.

TABLE 12-1
SUMMARY OF MODELED PEAK-HOUR TRAFFIC NOISE LEVEL CHANGES IN THE PROJECT VICINITY

Roadway Segment	CNEL at 75 Feet, dBA*		
	Existing Conditions	Existing Development Potential	Proposed Project Development Potential
Citrus Street			
West of Sumner Avenue	63.9	65.1	65.1
Between Sumner Avenue & Scholar Way	62.7	64.4	64.4
Between Scholar Way & Hamner Avenue	64.9	67.1	67.5
Sumner Avenue			
Between Schleisman Road & Citrus Street	62.1	65.0	65.0
Scholar Way			
Between Schleisman Road & Citrus Street	64.9	65.0	65.1
Hamner Avenue			
Between Schleisman Road & Citrus Street	66.8	69.1	69.2

Notes: CNEL = Community Noise Equivalent Level; dBA = A-weighted decibels

*Source: FHWA roadway noise prediction model (FHWA-RD-77-108), see **Appendix 3**.*

As shown in **Table 12-1**, noise levels on vicinity roadway segments currently fall with the range from 60 to 70 dBA CNEL, which is considered tentatively compatible noise levels for residential neighborhoods. According to the City General Plan, locating residential land uses in an area of tentatively compatible noise levels is permissible, though it requires a conditional use permit from the City. As further shown in **Table 12-1**, noise levels on vicinity roadway segments are also projected to fall within the range of 60 to 70 dBA CNEL as a result of developing the site under the current land use development potential as well as developing the site under the proposed land use development potential. General Plan Noise Element Policy N-4 requires noise-sensitive land uses proposed in areas where existing or projected future noise levels would be in excess of 65 CNEL to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. Policy N-11 requires developers of new residential uses that are placed in environments subject to existing or projected tentatively compatible noise levels to ensure that acceptable exterior and interior noise levels will be achieved. All future development on the project site would be required to adhere to the City's General Plan. Therefore, site plan–specific noise evaluation would be required for future development of the project site.

Since future development on the site will be responsible for ensuring that acceptable exterior and interior noise levels would be achieved, the project would not exposure of persons to or generate noise levels in excess of City noise standards. Impacts would be less than significant.

b) **Less Than Significant Impact.** Project construction would have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Vibration generated by construction equipment spreads through

the ground and diminishes in magnitude with increases in distance. This impact discussion uses the City General Plan vibration standard of 0.0787 peak particle velocity (inches per second). The nearest residential structure to the project site is located across Citrus Street to the north at approximately 75 feet. However, it is acknowledged that construction activities would occur throughout the project site and would not be concentrated at the point closest to the sensitive receptors.

Table 12-2 displays vibration levels for typical construction equipment within 75 feet.

TABLE 12-2
TYPICAL CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Equipment	Peak Particle Velocity at 25 Feet (inches/second)	Peak Particle Velocity at 75 Feet (inches/second)
Large Bulldozer	0.089	0.016
Caisson Drilling	0.089	0.016
Loaded Trucks	0.076	0.014
Rock Breaker	0.059	0.011
Jackhammer	0.035	0.006
Small Bulldozer/Tractors	0.003	0.000

Source: FTA 2006; Caltrans 2004

Based on the vibration levels presented in **Table 12-2**, ground vibration generated by heavy-duty equipment would not be anticipated to exceed approximately 0.016 inches per second (PPV) at 75 feet. Therefore, the use of construction equipment would most likely not result in a groundborne vibration velocity level above 0.0787 inches per second, and predicted vibration levels at the nearest off-site structures would not exceed recommended criteria. Additionally, this impact would be temporary and would cease completely when construction ends. Once the project is operational, the noise sources at the project site would not be a source of groundborne vibration. Impacts would be less than significant.

c) **Less Than Significant Impact.** In addition to reviewing proposed development for compliance with specific noise thresholds (Issue a), this analysis accounts for the increases in noise levels over both existing noise conditions and the noise conditions estimated for the current allowable potential development. As previously described, a change in level of at least 3 dBA is required before any perceptible change in community response would be expected. An increase of more than 3 dBA would therefore be considered a substantial increase in noise and would represent a significant impact.

As previously stated, the predominant noise source associated with future development on the project site would be traffic-generated noise. As shown in **Table 12-1**, all predicted increases in traffic noise levels associated with the project would be less than 3 dBA over both existing noise conditions and the noise conditions estimated for the current allowable potential development. Specifically, the development potential proposed by the change in land use density would increase traffic noise 0.4 dBA compared with the development potential currently allowed on the site. Furthermore, the development potential created by the project would increase traffic noise 2.9 dBA compared with existing conditions. Therefore, predicted traffic noise levels would not result in a

substantial increase in traffic noise levels along other primarily affected roadways. Impacts would be less than significant.

d) **Less Than Significant Impact.** During construction, implementation projects would temporarily increase noise levels. Noise levels can be created by the operation of heavy-duty trucks, backhoes, dozers, excavators, scrapers, and other heavy-duty construction equipment. **Table 12-3** lists the anticipated noise levels of construction equipment. The average noise levels presented in the table are based on the quantity, type, and acoustical use factor for each type of equipment that is anticipated to be used.

TABLE 12-3
MAXIMUM NOISE LEVELS GENERATED BY CONSTRUCTION EQUIPMENT

Type of Equipment	Acoustical Use Factor[1] (percent)	Maximum Noise (L_{max}) at 50 Feet (dBA)
Blasting	1	94
Crane	16	81
Dozer	40	82
Excavator	40	81
Generator	50	81
Grader	40	85
Other Equipment (greater than 5 horsepower)	50	85
Paver	50	77
Roller	20	80
Tractor	40	84
Truck	40	75
Truck	40	80
Welder	40	73

Source: FHWA 2006

[1] Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

As previously stated, residential uses are located directly north of the project site across Citrus Street. City General Plan Noise Element Policy N-23 requires that proposed new development adjacent to developed noise-sensitive lands uses submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. Therefore, a construction-related noise mitigation plan would be required for future development. It is also noted that temporary noise increases from construction are of short duration and temporary. Impacts would be less than significant.

e, f) **No Impact.** The proposed project site is beyond the Chino Airport Influence Area (RCALUC 2008). Therefore, while aircraft flyovers will be heard, such noise will not significantly impact the proposed project from a noise standpoint.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a) **Less Than Significant Impact.** The proposed project would amend the existing Medium Density Residential land use designation to High Density Residential, along with a Change of Zone. Thus, when developed, the project would allow an overall increase in the number of residential units. The existing Medium Density Residential designation would provide for up to 80 units, while the proposed High Density Residential designation would allow up to 224 units, an increase of 142 units, or 180 percent. The future construction of additional units would potentially induce population growth; however, the increase in units is not sufficient to be considered substantial. Therefore, impacts would be a less than significant.

b, c) **Less Than Significant Impact.** The project site is partially developed and contains one residence and several outbuildings. Future development consistent with the proposed High Density Residential land use designation would provide sufficient replacement housing in the event the single home on the site were to be removed. No other displacement would occur. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

i) **Less Than Significant Impact.** The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station in the city is Eastvale Fire Station #27, located at 7067 Hamner Avenue, approximately 0.9 mile northeast of the project site. Any potential future development would be conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City's development impact fees pursuant to Eastvale Municipal Code Chapter 110.28. Since the proposed project is not expected to result in unusual circumstances that may generate high demand for fire protection services, payment of the City's fees in conjunction with future development would fully mitigate any potential impact on Riverside County Fire Department facilities. Impacts would be less than significant.

ii) **Less Than Significant Impact.** Police protection services are provided by the Eastvale Police Department, under contract from the Riverside County Sheriff's Department. The nearest sheriff's station is the Jurupa Valley Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 12 miles northeast of the project site. The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of which could respond to any calls for service in Eastvale (City of Eastvale 2012b). The proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. In addition, any potential future development would be conditioned for the payment of the City's development impact fees pursuant to Eastvale Municipal Code Chapter 110.28. Payment of the City's fees would fully mitigate any potential impact on the Riverside County Sheriff's Department facilities. Impacts would be less than significant.

iii) **Less Than Significant Impact.** The proposed project site is located in the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Future applicants for development of new residential uses will be required to pay developer impact fees in the amount of $4.17 per square foot of inhabitable space or the fee at the time of building permit issuance (CNUSD 2012). The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the CNUSD. Impacts would be less than significant.

iv) **Less Than Significant Impact**. The proposed project site is in the Jurupa Community Services District (JCSD), which has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that adequate parkland and recreational facilities are made available to the residents of the proposed project and to the city as a whole. Any future development would be conditioned to comply with the payment of development impact fees as required by the City and other agencies. Impacts would be less than significant.

v) **Less Than Significant Impact.** The proposed project could result in an increase in the demand for other governmental services such as the economic development and other community support services commonly provided by the City. This impact would be fully mitigated through the payment of the appropriate City development impact fees. Impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **Less Than Significant Impact.** The proposed project site is in the Jurupa Community Services District. Future residents resulting from development of the project site would likely use community recreation facilities. However, future development would be required to contribute development fees that the district uses to development and maintain community recreation facilities. It is not anticipated that substantial physical deterioration of facilities would occur or be accelerated by the construction of future development. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

BACKGROUND

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads and is included as **Appendix 4** to this document.

Setting

The project is located on the southeast corner of the intersection of Scholar Way and Citrus Street in Eastvale. The City of Eastvale adopted its General Plan in June 2012. The roadway classifications and planned (ultimate) roadway cross sections of the major roadways in the city are identified in the General Plan Circulation Element. For instance, Urban Arterial Highways are high-speed/high-capacity roads that provide access to regional transportation facilities. Urban Arterial Highways are primarily for through traffic where anticipated traffic volumes exceed four-lane capacities and access from other

streets/highways should be limited to approximately one-quarter-mile intervals. Schleisman Road and the Hamner Avenue segment north of Schleisman Road are the project area roadways that are classified as Urban Arterial Highways. These roadway segments are identified as having a 152-foot right-of-way and a 110-foot curb-to-curb measurement, and include three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. Major Highways are intended to serve property zoned for major industrial and commercial uses or to serve through traffic. Major Highways include two lanes of travel in each direction, divided by a 12-foot painted median (two-way left turn lane). Sumner Avenue and the segment of Hamner Avenue south of Schleisman Road are project roadways that are considered Major Highways. Scholar Way and Citrus Street are defined as Secondary Highways, which are intended to accommodate through traffic along longer routes between major traffic-generating areas or to serve property zoned for multiple residential, secondary industrial, or commercial uses.

PROPOSED PROJECT CIRCULATION IMPROVEMENTS

The project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the project site is via Interstate 15 at the Limonite Avenue and 6th Street interchanges.

METHODOLOGY

The scope of the TIA was approved by the City Public Works Department. **Table 16-1** shows the roadway segments and **Table 16-2** shows the intersections that were approved for study in the TIA. The TIA evaluated three scenarios:

- Existing (2016)
- General Plan Horizon Year without the Project (2040)
- General Plan Horizon Year with the Project (2040)

Traffic from the project buildout was estimated to generate a net total of 2,132 trip-ends per day on a typical weekday, with approximately 168 AM peak-hour trips and 224 PM peak-hour trips. However, the net increase in trips associated with the proposed project's development potential as compared with existing development potential was evaluated for the purposes of the analysis (i.e., an additional 142 single-family residential dwelling units). The net increase in potential dwelling units compared with the site's existing General Plan designation is anticipated to generate an additional 1,370 trips per day, with an additional 108 AM peak-hour trips and 144 additional PM peak-hour trips.

Some of the project vicinity roadways and intersections have already been identified in the Genera Plan as needing improvements in anticipation of projected growth in the city, which includes the development of the project site.

Daily volume-to-capacity roadway analyses were evaluated for the following roadway segments, as shown in **Table 16-1**.

TABLE 16-1
ROADWAY SEGMENT ANALYSIS LOCATIONS

ID	Roadway Segment Location	Jurisdiction	Level of Service
1	Schleisman Road, between Sumner Avenue and Scholar Way	Eastvale	A
2	Sumner Avenue, between Schleisman Road and Citrus Street	Eastvale	A
3	Scholar Way, between Schleisman Road and Citrus Street	Eastvale	A
4	Hamner Avenue, between Schleisman Road and Citrus Street	Eastvale/Norco	B
5	Citrus Street, between Sumner Avenue and Scholar Way	Eastvale	A
6	Citrus Street, between Scholar Way and Hamner Avenue	Eastvale	**D**

Source: Urban Crossroads 2016

The six study area intersections listed in **Table 16-2** were evaluated.

TABLE 16-2
EXISTING INTERSECTION LEVEL OF SERVICE

ID	Intersection Location	Jurisdiction	Level of Service		
			AM	Midday	PM
1	Sumner Avenue/Schleisman Road	Eastvale	**E**	D	D
2	Sumner Avenue/Citrus Street	Eastvale	C	C	B
3	Scholar Way/Schleisman Road	Eastvale	C	C	B
4	Scholar Way/Citrus Street	Eastvale	D	B	C
5	Hamner Avenue/Schleisman Road	Eastvale	B	B	B
6	Hamner Avenue/Citrus Street	Eastvale, Norco	**E**	D	**E**

Source: Urban Crossroads 2016

Pursuant to Eastvale General Plan Policy C-10, the following level of service (LOS) standard will be utilized for study area intersections located within the city:

> Seek to maintain the following target levels of service: C along all City-maintained roads. A peak hour level of service of D may be allowed in commercial and employment areas, and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections.

For each of the off-site study area intersections in Eastvale, the intersecting roadways were found to be a Secondary Highway or higher in the City's General Plan Circulation Element. As such, the minimum level of service applicable to the study area intersections is LOS D. Therefore, any intersection operating at LOS E or worse is considered deficient for the purposes of this analysis.

Where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable level of service), a review of the more detailed peak hour intersection analysis was undertaken. The more detailed peak-hour intersection analysis explicitly accounts for factors that affect roadway capacity. While the traffic study recognizes that LOS C is the City's target level of service for roadway segments, a review of the more detailed peak-hour intersection analysis is necessary to determine whether roadway widening along the segment is necessary. For the purposes of the analysis, if the peak-hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, roadway

segment widening would be recommended if the peak-hour intersection analysis indicates the need for additional through lanes. Furthermore, it is likely that a roadway segment can have a volume-to-capacity ratio of up to 1.10 if the adjacent intersections are anticipated to operate at an acceptable level of service, without the need for additional widening.

DISCUSSION

a, b) **Less Than Significant Impact.** Every county in California is required to develop a Congestion Management Program (CMP) that examines the links between land use, transportation, and air quality. The CMP in effect in Riverside County was approved by the Riverside County Transportation Commission in 2011. All freeways and selected arterial roadways, such as Citrus Street, are designated elements of the CMP system of highways and roadways. The minimum level of service applicable to project vicinity roadways is LOS C, although a peak-hour LOS D may be allowed in commercial and employment areas and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections. **Table 16-1** shows that the portion of Citrus Street between Scholar Way and Hamner Avenue currently operates at LOS D. All other roadway segments operate acceptably. The minimum level of service applicable to project vicinity intersections is LOS D. **Table 16-2** shows that the Sumner Avenue/Schleisman Road intersection and the Hamner Avenue/Citrus Street intersection currently operate at unacceptable levels of service at certain times of the day. The improvements required to address the level of service at these transportation facilities are identified in the Eastvale General Plan. As shown in more detail below (see **Tables 16-5** and **16-6**), the specific facility improvements needs associated with the proposed project are all within the envelope of the improvements identified in the General Plan. In other words, the cumulative improvement needs identified for the purposes of the traffic analysis are consistent with or less than those assumed in the City's General Plan.

The General Plan Horizon Year (2040) roadway and intersection analysis results are shown in **Table 16-3** and **Table 16-4**, respectively. The analysis shows that no additional project vicinity facilities are anticipated to experience unacceptable level of service with the addition of project traffic, in addition to those previously identified under Horizon Year without Project conditions. Additionally, the analysis shows that there are no additional project vicinity intersections anticipated to experience unacceptable level of service (LOS E or worse) with the addition of project traffic during one or more peak hours, in addition to those previously identified under Horizon Year without Project conditions.

TABLE 16-3
ROADWAY SEGMENT ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Roadway	Segment Limits	LOS Capacity[1]	2040 without Project	V/C	LOS	2040 with Project	V/C	LOS	Acceptable LOS
1	**Schleisman Road**	Sumner Avenue to Scholar Way	**18,000**	**51,981**	**2.89**	**F**	**52,119**	**2.90**	**F**	**C**
2	**Sumner Avenue**	Schleisman Road to Citrus Street	**35,900**	**15,178**	**0.42**	**A**	**15,328**	**0.43**	**A**	**C**
3	**Scholar Way**	Schleisman Road to Citrus Street	**35,900**	**8,777**	**0.24**	**A**	**9,135**	**0.25**	**A**	**C**
4	**Hamner Avenue**	Schleisman Road to Citrus Street	**35,900**	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	**C**
5	**Citrus Street**	Sumner Avenue to Scholar Way	**35,900**	**17,961**	**0.51**	**A**	**18,289**	**0.51**	**A**	**C**
6	**Citrus Street**	Scholar Way to Hamner Avenue	**18,000**	**20,205**	**1.14**	**F**	**20,479**	**1.14**	**F**	**C**

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS or V/C does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)*
LOS = level of service; V/C = volume-to-capacity ratio

TABLE 16-4
INTERSECTION ANALYSIS FOR HORIZON YEAR (2040) CONDITIONS

#	Intersection Location	2040 without Project						2040 with Project					
		Delay (seconds)			LOS			Delay (seconds)			LOS		
		AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
1	Sumner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
2	Sumner Avenue/ Citrus Street	35.3	**134.2**	44.3	D	**F**	D	35.9	**137.3**	45.8	D	**F**	D
3	Scholar Way/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
4	Scholar Way/ Citrus Street	**109.2**	**84.7**	48.4	**F**	**F**	D	**111.7**	**90.9**	54.3	**F**	**F**	D
5	Hamner Avenue/ Schleisman Road	**>200**	**>200**	**>200**	**F**	**F**	**F**	**>200**	**>200**	**>200**	**F**	**F**	**F**
6	Hamner Avenue/ Citrus Street	**64.6**	**>200**	**>200**	**E**	**F**	**F**	**67.6**	**>200**	**>200**	**E**	**F**	**F**

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS and delay does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS)*
LOS = level of service

As shown in **Table 16-3** and **Table 16-4**, no additional project vicinity roadway facilities are anticipated to experience unacceptable level of service with the addition of project traffic, in addition to those previously identified under Horizon Year without Project conditions. Additionally, the analysis shows that there are no additional project vicinity intersections anticipated to experience unacceptable level of service (LOS E or worse) with the addition of project traffic during one or more peak hours, in addition to those previously identified under Horizon Year without Project conditions.

As previously stated, the improvements required to address the level of service at project vicinity transportation facilities was identified in the City General Plan. The effectiveness of the General Plan improvement strategies has been identified by Urban Crossroads (2016), which determined that the project intersections listed in **Table 16-4** would operate at an acceptable level of service with the improvements. Specifically, all project intersections would operate at LOS D or better.

Tables 16-5 and **16-6** show the specific facility improvements required to address the level of service at project vicinity transportation facilities as identified in the City General Plan. As shown, the specific facility improvements needs associated with the proposed project are all within the envelope of the improvements identified in the General Plan.

TABLE 16-5
SUMMARY OF INTERSECTION IMPROVEMENTS

#	Intersection Location	Jurisdiction	Recommended Improvements		
			Existing	2040 Without Project	2040 With Project
1	Sumner Ave/ Schleisman Rd	Eastvale	• EB left turn lane • WB left turn lane • Implement protected left turn phasing on the eastbound and westbound approaches	• Same • Same • Same • Second NB left turn lane • Second NB through lane • NB right turn lane • Second SB left turn lane • Second SB through lane • Second and third EB through lanes • Second WB left turn lane • Second and third WB through lanes • Modify the traffic signal to implement overlap phasing on the NB right turn lane	• Same • Same • Same • Same • Same • Same • Same • Same • Same • Same • Same • Same
2	Sumner Ave/ Citrus St	• Eastvale	• None	• WB right turn lane • Modify the traffic signal to implement overlap phasing on the WB right turn lane	• Same • Same
3	Scholar Way/ Schleisman Rd	Eastvale	• None	• Second NB left turn lane • Second SB left turn lane • SB right turn lane • Second EB left turn lane • Third EB through lane • Second WB left turn lane • Third WB through lane • Modify the traffic signal to implement overlap phasing on the SB right turn lane	• Same • Same • Same • Same • Same • Same • Same • Same
4	Scholar Way/ Citrus St	Eastvale	• None	• Second EB through lane • Second WB through lane	• Same • Same
5	Hamner Ave/ Schleisman Rd	Eastvale	• None	• Second NB left turn lane • NB right turn lane • Two SB left turn lanes • SB right turn lane • Three EB through lanes • Two WB left turn lanes • Three WB right turn lanes • Modify the traffic signal to implement overlap phasing on the NB, SB, EB, and WB right turn lanes	• Same • Same • Same • Same • Same • Same • Same • Same
6	Hamner Ave/ Citrus St	Eastvale, Norco	• Second NB left turn lane	• Same • Second EB left turn lane • Implement protected left turn phasing on the eastbound and westbound approaches	• Same • Same • Same

Source: Urban Crossroads 2016

TABLE 16-6
SUMMARY OF ROADWAY SEGMENT IMPROVEMENTS

#	Roadway	Segment Limits	Jurisdiction	Existing (2016) LOS	2040 without Project LOS	2040 with Project LOS
1	**Schleisman Road**	Sumner Avenue to Scholar Way	Eastvale	A	**E**	**E**
2	**Sumner Avenue**	Schleisman Road to Citrus Street	Eastvale	A	A	A
3	**Scholar Way**	Schleisman Road to Citrus Street	Eastvale	A	A	A
4	**Hamner Avenue**	Schleisman Road to Citrus Street	Eastvale	B	**D**	**D**
5	**Citrus Street**	Sumner Avenue to Scholar Way	Eastvale	A	A	A
6	**Citrus Street**	Scholar Way Hamner Avenue	Eastvale	**D**	A	A

Source: Urban Crossroads 2016
*Notes: **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS). Acceptable LOS for roadway segments is LOS C.*

The City has a program in place designed to implement intersection improvements. Future development on the project site would be required to pay its proportionate share of improvement costs prior to issuance of a building permit. Impacts would be less than significant.

c) **No Impact.** The project site is beyond the Chino Airport Influence Area (RCALUC 2008). Furthermore, future development of the project site would not be expected to include the construction of any tall structures or lighting that could interfere with existing air traffic patterns. Building height is limited by the Eastvale Zoning Code to 50 feet, or up to 75 feet with the granting of an exception. These heights would not interfere with existing air traffic patterns. Furthermore, the project would not result in substantial population growth that could significantly increase demand for air transportation. Therefore, the project would have no impact on existing air traffic patterns.

d) **Less Than Significant Impact**. Citrus Street is straight and flat, which are characteristics conducive to good sight distance conditions. The project driveways and improvements (i.e., signage, buildings, and landscaping) would be designed in accordance with City standards so that adequate sight distance for drivers entering and exiting the site is maintained. Therefore, project implementation would not create or increase any hazards related to traffic. Impacts would be less than significant.

e) **Less Than Significant Impact.** Prior to any development on-site, the proposed site plan and roadway designs are required to be reviewed by City engineering and planning staff in order to ensure the designs meet all applicable City standards, including the minimum turnaround area for emergency vehicles. In addition, both neighborhoods on-site would be afforded two points of access for emergency vehicles. Therefore impacts would be less than significant.

f) **Less Than Significant Impact.** The Riverside Transit Agency provides bus service in the project vicinity, including fixed bus routes with regular stops on Citrus Street, with one at the corner of Scholar Way and Citrus Street, and another at the corner of Northview Street and Citrus Street. Sidewalks are present along the site's Citrus Street frontage. Future development on the project site would promote the use of public transit and pedestrian facilities to access the site in accordance with City policy. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

DISCUSSION

a, e) **Less Than Significant Impact.** Wastewater disposal is regulated under the federal Clean Water Act and the state Porter-Cologne Water Quality Control Act. The Santa Ana Regional Water Quality Control Board (RWQCB) regulates wastewater discharges in Eastvale, including the project site, and implements the Clean Water Act and the Porter-Cologne Act by administering the National Pollutant Discharge Elimination System (NPDES), issuing water discharge permits, and establishing best management practices (BMPs). Future development of the project site would not affect the wastewater flows that would be collected and treated at the wastewater treatment plant that serves Eastvale (Western Riverside County Regional Wastewater Authority plant). Impacts would be less than significant.

b, d) **Less Than Significant Impact.** The proposed project would be served by the Jurupa Community Services District with existing water facilities pursuant to the arrangement of financial agreements. Riverside County Department of Environmental Health requires development projects to obtain a will-serve letter from the JCSD. The proposed project would not require or result in the construction of new water treatment facilities or the expansion of existing facilities. Therefore, the impacts would be less than significant.

c) **Less Than Significant Impact.** The proposed High Density Residential land use designation and General Residential zone are not anticipated to require the construction of new stormwater drainage facilities or the expansion of existing facilities that could cause significant environmental effects. Future development plans would be required to conform to the current stormwater requirements including mirror predevelopment conditions for stormwater runoff volume and rate, use low impact design measures, and treat water quality prior to stormwater release. As a result, future development would not increase stormwater volumes. Thus, the impacts would be less than significant.

f, g) **Less Than Significant Impact.** The main disposal sites for the project site are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 16,054 tons of solid waste per day and, as of April 2009, had 145,530,000 tons of capacity available (CalRecycle 2014a). The facility is projected to reach capacity in 2045. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of January 2009, had 18,955,000 cubic yards (roughly 5,117,850 tons) of capacity available (CalRecycle 2014b). Therefore, existing facilities are sufficient to serve future development in the region, including the project site. The proposed project would not require nor result in the construction of new landfill facilities, including the expansion of existing facilities. Impacts would be less than significant.

Furthermore, any potential development resulting from the General Plan Amendment and Change of Zone would be consistent with the County Integrated Waste Management Plan and would be required to comply with the recommendations of the Riverside County Waste Management Department. Additionally, future development would be required to comply with all federal, state, and local statutes and regulations related to solid waste and would also require project-level CEQA review to determine impacts to these services. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

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

The following are mandatory findings of significance in accordance with Section 15065 of the CEQA Guidelines.

DISCUSSION

a) **Less Than Significant Impact**. As discussed previously, the proposed project would not result in any significant impacts. Implementation of the proposed project would not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant of animal, or eliminate important examples of the major periods of California history or prehistory. The proposed project, a General Plan Amendment to amend the land use designation from Medium Density Residential to High Density Residential and a Change of Zone from Heavy Agriculture to General Residential to be in compliance with General Plan Amendment No. 918, would not in and of itself have the potential for any significant impacts. All aforementioned environmental impacts that would result from the city's anticipated growth and development have been addressed either by policies in the Eastvale General Plan or by the mitigation measures in the EIR for the Eastvale General Plan.

b) **Less Than Significant Impact.** The proposed project would not result in impacts that are individually limited but cumulatively considerable. All cumulative environmental impacts that could result from the city's anticipated growth and development were addressed in the EIR for the Eastvale General Plan. Although the General Plan Amendment and the Change of Zone would result in an increase in

density and the resulting number of residential units, the project would not introduce new impacts that were not previously addressed in the EIR for the Eastvale General Plan. Mitigation integrated into the various elements of the General Plan in the form of goals, policies, and implementation measures would reduce all cumulatively significant impacts to a level of less than significant.

c) **Less Than Significant Impact.** Based on the analysis herein, the proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly. The project would ultimately allow for an increase in residential density at a specific site. The land use would be compatible with other neighboring uses including parks and residential. In addition, through specific development review, the City of Eastvale will ensure that measures imposed to protect human beings are implemented.

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Van Leeuwen General Plan Amendment (GPA)

TRAFFIC ASSESSMENT
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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CEQA	California Environmental Quality Act
DIF	Development Impact Fee
GPA	General Plan Amendment
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
NP	No Project (or Without Project)
PHF	Peak Hour Factor
Project	Van Leeuwen General Plan Amendment (GPA)
RBBD	Road and Bridge Benefit District
RCCDR	Riverside County Center for Demographic Research
RivTAM	Riverside County Transportation Analysis Model
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
TAZ	Traffic Analysis Zone
TUMF	Transportation Uniform Mitigation Fee
WP	With Project
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the traffic assessment for the proposed Van Leeuwen General Plan Amendment (GPA) ("Project") located at the southeast corner of Scholar Way and Citrus Street in the City of Eastvale as shown on Exhibit 1-1. The purpose of this traffic assessment is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project, and to recommend improvements to achieve acceptable circulation system operational conditions.

1.1 PROJECT OVERVIEW

It is our understanding that the Project is currently designated as Medium Density (allowing up to 5 dwelling units per acre or 80 dwelling units) and is proposing to amend the General Plan Land Use to High Density (allowing up to 14 dwelling units per acre or 224 dwelling units). As such, the proposed GPA is proposing to increase the density by 144 additional single family residential dwelling units.

The Project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the Project site is provided via the I-15 Freeway at Limonite Avenue and 6th Street interchanges. For the purposes of this analysis, only long-range (Horizon Year 2040) traffic conditions have been evaluated to determine the potential impacts to near-by intersections with the proposed increase in density.

Trips generated by the Project's proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation (20additional 1,370 trips per day with an additional 108 AM peak hour trips and 144 additional PM peak hour trips, in addition to those associated with the currently adopted General Plan land use (80 single family residential dwelling units). The assumptions and methods used to estimate the Project's trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

1.2 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential impacts to traffic and circulation have been assessed for each of the following conditions:

- Existing (2016) (1 scenario)
- Horizon Year (2040), Without and With Project (2 scenarios)

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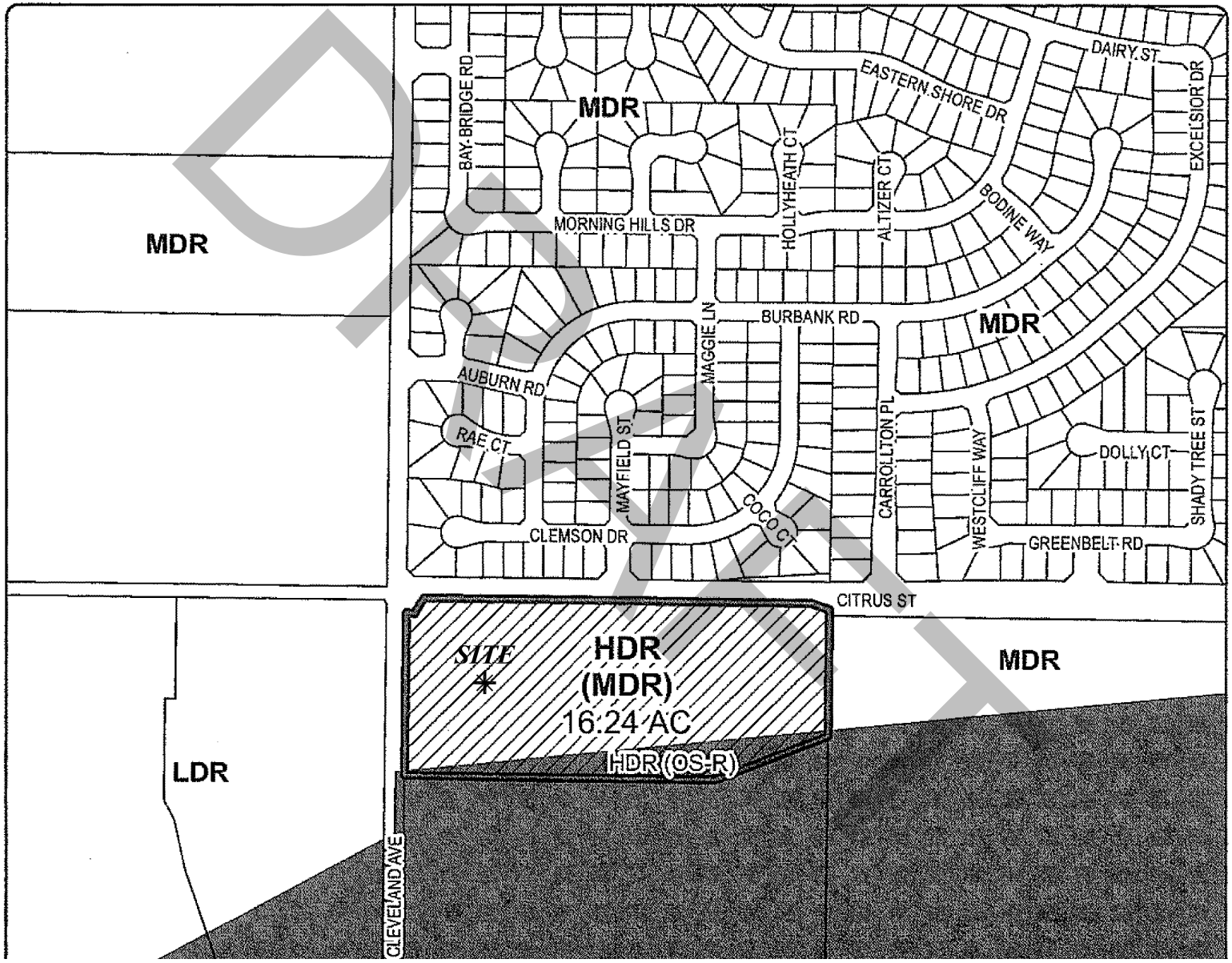
EXHIBIT 1-1: PROJECT SITE



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1.2.1 Existing (2016) Conditions

Information for Existing (2016) conditions is disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.2.2 Horizon Year (2040) Conditions

Traffic projections for Horizon Year With Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis determines the long-range cumulative circulation system deficiencies.

The traffic forecasts reflect the area-wide growth anticipated between Existing (2016) conditions and Horizon Year conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in October 2016. Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. Additional growth has been included to increase the 2035 RivTAM forecasts to reflect 2040 traffic conditions. The average annual population, employment and household growth anticipated for the City of Eastvale between 2012 and 2040 was obtained from the 2016 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS). (2) Lastly, the traffic forecasts for Horizon Year traffic conditions were reviewed to ensure a minimum growth over Existing conditions as a part of the refinement process. The minimum growth includes any additional growth between Existing and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates.

The peak hour intersection operations for Horizon Year (2040) Without and With Project traffic conditions were compared to determine if the proposed increase in density would result in additional impacts/improvement needs from those required based on the currently adopted General Plan land use.

1.3 Study Area

To ensure that this TIA satisfies the City of Eastvale's traffic study requirements, Urban Crossroads, Inc. has coordinated with City staff prior to the preparation of this assessment.

1.3.1 Intersections

The following 6 study area intersections and 6 roadway segments shown on Exhibit 1-2 and listed in Table 1-1 were selected for this assessment based on consultation with City of Eastvale staff.

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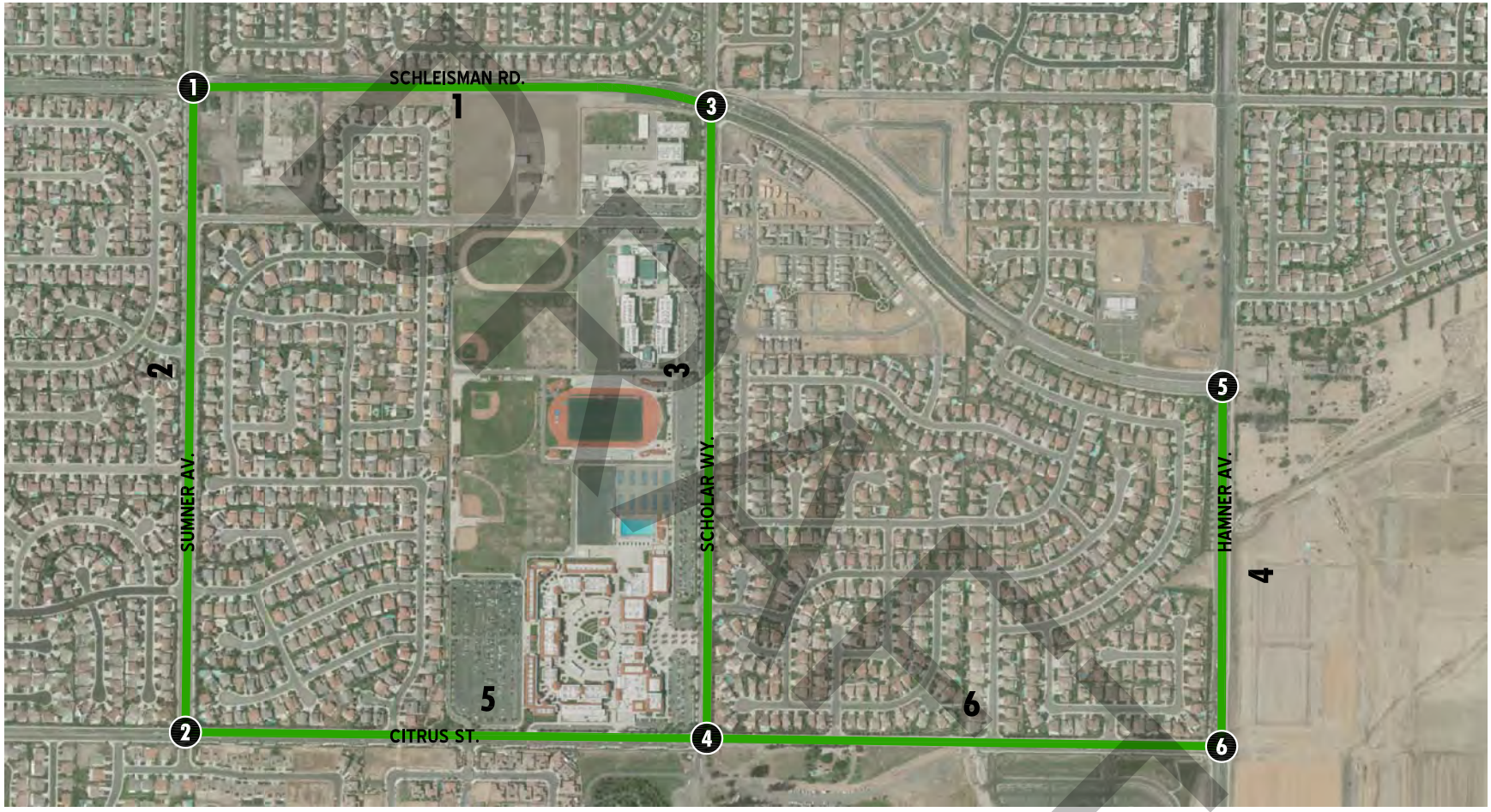
EXHIBIT 1-2: LOCATION MAP



LEGEND:

- 0 = NON-CMP INTERSECTION
- = ANALYSIS ROADWAY SEGMENT

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URBAN CROSSROADS

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Sumner Avenue / Schleisman Road	Eastvale
2	Sumner Avenue / Citrus Street	Eastvale
3	Scholar Way / Schleisman Road	Eastvale
4	Scholar Way / Citrus Street	Eastvale
5	Hamner Avenue / Schleisman Road	Eastvale
6	Hamner Avenue / Citrus Street	Eastvale, Norco

1.3.2 Roadway Segments

Pursuant to the direction of City staff, daily volume-to-capacity roadway analyses have been evaluated for the following roadway segments as shown on Table 1-2:

TABLE 1-2: ROADWAY SEGMENT ANALYSIS LOCATIONS

ID	Roadway Segment Location	Jurisdiction
1	Schleisman Road, between Sumner Avenue and Scholar Way	Eastvale
2	Sumner Avenue, between Schleisman Road and Citrus Street	Eastvale
3	Scholar Way, between Schleisman Road and Citrus Street	Eastvale
4	Hamner Avenue, between Schleisman Road and Citrus Street	Eastvale, Norco
5	Citrus Street, between Sumner Avenue and Scholar Way	Eastvale
6	Citrus Street, between Scholar Way and Hamner Avenue	Eastvale

1.4 Circulation System Deficiencies and Recommended Improvements

1.4.1 Recommended Improvements to Address Deficiencies at Intersections

As shown on Table 1-3 the cumulative improvement needs identified on Table 5-3 for Horizon Year traffic conditions are all within the envelope of the General Plan. In other words, the cumulative improvement needs identified for the purposes of this traffic study are consistent with or less than the geometrics assumed in the City's General Plan.

The improvement needs for Horizon Year (2040) With Project traffic conditions are consistent with those necessary to achieve acceptable peak hour operations for Horizon Year (2040) Without Project traffic conditions.

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Table 1-3

Summary of Intersection Improvements

#	Intersection Location	Jurisdiction	Recommended Improvements[1]		
			Existing (2016)	2040 Without Project	2040 With Project
1	Sumner Av. / Schleisman Rd.	Eastvale	- EB left turn lane - WB left turn lane - Implement protected left turn phasing on the eastbound and westbound approaches	- Same - Same - Same - 2nd NB left turn lane - 2nd NB through lane - NB right turn lane - 2nd SB left turn lane - 2nd SB through lane - 2nd and 3rd EB through lanes - 2nd WB left turn lane - 2nd and 3rd WB through lanes - Modify the traffic signal to implement overlap phasing on the NB right turn lane	- Same - Same - Same - Same - Same - Same - Same - Same - Same - Same - Same - Same
2	Sumner Av. / Citrus St.	Eastvale	- None	- WB right turn lane - Modify the traffic signal to implement overlap phasing on the WB right turn lane	- Same - Same
3	Scholar Wy. / Schleisman Rd.	Eastvale	- None	- 2nd NB left turn lane - 2nd SB left turn lane - SB right turn lane - 2nd EB left turn lane - 3rd EB through lane - 2nd WB left turn lane - 3rd WB through lane - Modify the traffic signal to implement overlap phasing on the SB right turn lane	- Same - Same - Same - Same - Same - Same - Same - Same
4	Scholar Wy. / Citrus St.	Eastvale	- None	- 2nd EB through lane - 2nd WB through lane	- Same - Same
5	Hamner Av. / Schleisman Rd.	Eastvale	- None	- 2nd NB left turn lane - NB right turn lane - 2 SB left turn lanes - SB right turn lane - 3 EB through lanes - 2 WB left turn lanes - 3 WB through lanes - 1 WB right turn lane - Modify the traffic signal to implement overlap phasing on the NB, SB, EB, and WB right turn lanes	- Same - Same - Same - Same - Same - Same - Same - Same - Same
6	Hamner Av. / Citrus St.	Eastvale, Norco	- 2nd NB left turn lane	- Same - 2nd EB left turn lane - Implement protected left turn phasing on the eastbound and westbound approaches	- Same - Same - Same

[1] All recommended improvements are consistent with the General Plan designations of the respective jurisdictions in which they are located.

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1.4.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

Deficiencies on study area roadway segments are identified and described in detail in Section 3.0 *Existing Conditions* and Section 5.0 *Horizon Year (2040) Traffic Analysis* of this report. The recommended roadway improvements shown on Table 1-4 are consistent with the summary of improvements needed to address study area intersection operational deficiencies for each analysis scenario shown previously on Table 1-3.

- The segment of Schleisman Road between Sumner Avenue and Scholar Way is anticipated to continue to have unacceptable LOS (LOS E) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Sumner Avenue at Schleisman Road and Scholar Way at Schleisman Road) are anticipated to operate at acceptable LOS with the improvements shown on Table 1-3, additional roadway widening has not been recommended.
- Similarly, the segment of Hamner Avenue between Schleisman Road and Citrus Street is anticipated to operate at unacceptable LOS (LOS D) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Hamner Avenue at Schleisman Road and Hamner Avenue at Citrus Street) are anticipated to operate at an acceptable LOS with the improvements shown on Table 1-3, additional roadway widening has not been recommended.
- The segment of Citrus Street between Sumner Avenue and Scholar Way is anticipated to operate at acceptable LOS with the ultimate widening of Schleisman Road as a Secondary (e.g., LOS A).

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Table 1-4

Summary of Roadway Segment Improvements

#	Roadway	Segment Limits	Jurisdiction	Existing (2016)		Recommended Roadway Section[1]	2040 Without Project LOS	2040 With Project LOS
				Roadway Section	LOS			
1	Schleisman Road	Sumner Avenue to Scholar Way	Eastvale	2D	A	**6D**	**E**	**E**
2	Sumner Avenue	Schleisman Road to Citrus Street	Eastvale	4D	A	4D	A	A
3	Scholar Way	Schleisman Road to Citrus Street	Eastvale	4D	A	4D	A	A
4	Hamner Avenue	Schleisman Road to Citrus Street	Eastvale	4D	B	4D	**D**	**D**
5	Citrus Street	Sumner Avenue to Scholar Way	Eastvale	4D	A	4D	A	A
6		Scholar Way to Hamner Avenue	Eastvale	2U	**D**	**4D**	A	A

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS). Acceptable LOS for roadway segments is LOS C.

[1] Recommended improvements are consistent with the intersection improvements and are based on the City's General Plan classification for each roadway.

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2 METHODOLOGIES

This section of the report presents the methodologies used to perform the traffic analyses summarized in this report. The methodologies described are generally consistent with City of Eastvale traffic study guidelines.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The *Highway Capacity Manual* (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (3) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

City of Eastvale

The City of Eastvale requires signalized intersection operations analysis based on the methodology described in the HCM 2010. (3) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

TABLE 2-1: SIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F

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Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM 2010

Study area intersections have been analyzed using the software package Vistro (Version 2.0 2014). The LOS analysis for signalized intersections has been performed using optimized signal timing for existing traffic conditions. Signal timing optimization has considered pedestrian safety and signal coordination requirements. Appropriate time for pedestrian crossings has also been considered in the signalized intersection analysis. Signal timing for study area intersections have been requested and utilized. Where signal timing was unavailable, the local accepted standards were utilized in lieu of actual signal timing.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15 minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. PHF = [Hourly Volume] / [4 x Peak 15-minute Flow Rate]). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios, with the exception of Horizon Year traffic conditions for intersections along Schleisman Road only. Per Chapter 4 of the HCM 2010, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (3) In an effort to conduct a conservative analysis, a PHF of 0.92 has been utilized for Horizon Year traffic conditions, for intersections along Schleisman Road, unless the PHF is higher for Existing conditions.

The traffic modeling and signal timing optimization software package Synchro (Version 9) has been utilized to analyze signalized intersections. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as

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delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network.

2.2.2 UNSIGNALIZED INTERSECTIONS

The City of Eastvale requires the operations of unsignalized intersections be evaluated using the methodology described in the HCM 2010. (3) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION LOS THRESHOLDS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 2010

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.3 ROADWAY SEGMENT CAPACITY ANALYSIS

Roadway segment operations have been evaluated using the daily roadway segment capacities for each type of roadway as summarized in Table 2-3.

TABLE 2-3: ROADWAY SEGMENT CAPACITIES

Roadway Classification	Number of Lanes	Maximum 2-Way Traffic (ADT)[1]
Local Road	2	Varies
Secondary Collector	2	13,000
Major Collector	2	18,000
Arterial	4	35,900
Urban Arterial	4	35,900
Urban Arterial	6	53,900

[1] Based on LOS E maximum two-way traffic volume (ADT) thresholds from the City of Eastvale General Plan (Table C-1) for an Urban Arterial.

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These roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. As such, where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis and progression analysis are undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, for the purposes of this analysis, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

2.4 MINIMUM LEVEL OF SERVICE (LOS)

Per Policy C-10 of the City of Eastvale General Plan, the following LOS will be utilized for study area intersections located within the City: Seek to maintain the following target levels of service: C along all City-maintained roads. A peak hour level of service of D may be allowed in commercial and employment areas, and at intersections of any combination of Major Highways, Urban Arterials, Secondary Highways, or freeway ramp intersections.

For each of the off-site study area intersections within the City of Eastvale the intersecting roadways were found to be Secondary Highway or higher on the City's General Plan Circulation Element. As such, the minimum level of service applicable to the study area intersections is LOS D. Therefore, any intersection operating at LOS E or worse will be considered deficient for the purposes of this analysis.

Where the average daily volume (ADT) based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis is undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. While this traffic study recognizes LOS C is the City's target LOS for roadway segments, a review of the more detailed peak hour intersection analysis is necessary to determine whether roadway widening along the segment is necessary. For the purposes of this analysis, if the peak hour intersection operations on either side of the roadway segment are anticipated to operate at LOS D or better, then additional roadway segment widening is not recommended. Therefore, for the purposes of this analysis, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes. Furthermore, it is likely that a roadway segment can have a volume-to-capacity ratio of up to 1.10 if the adjacent intersections are anticipated to operate at acceptable LOS, without the need for additional widening.

2.5 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

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2.5.1 INTERSECTIONS

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- When the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and project-generated traffic causes deterioration below LOS D (i.e., unacceptable LOS), a deficiency is deemed to occur.

2.5.2 ROADWAY SEGMENT

For the purposes of this analysis, roadway segment widening has only been recommended where widening is necessary for acceptable peak hour intersection operations. In other words, if a roadway segment is operating at unacceptable LOS, but the intersections on either end of the roadway segment is anticipated to operate at acceptable LOS without the addition of through lanes then additional widening along the roadway segment has not been recommended.

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3 AREA CONDITIONS

This section provides a summary of the existing circulation network, the City of Eastvale General Plan Circulation Network, and a review of existing peak hour intersection operations and roadway segment capacities.

3.1 EXISTING CIRCULATION NETWORK

The study area includes a total of 6 existing and future intersections as shown previously on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 CITY OF EASTVALE GENERAL PLAN CIRCULATION ELEMENT

As previously noted, the Project site is located within the City of Eastvale. Exhibit 3-2 shows the City of Eastvale General Plan Circulation Element, and Exhibit 3-3 illustrates the City of Eastvale General Plan roadway cross-sections. The City of Eastvale adopted their General Plan in June 2012. The roadway classifications and planned (ultimate) roadway cross-sections of the major roadways within the City of Eastvale as identified on their respective General Plan Circulation Elements are described subsequently.

Urban Arterial Highways are high-speed/high-capacity roads that provide access to regional transportation facilities. Urban Arterial Highways are primarily for through traffic where anticipated traffic volumes exceed four-lane capacities and access from other streets/highways should be limited to approximately one-quarter mile intervals. The study area roadways that are classified as Urban Arterial Highways are identified as having a 152-foot right-of-way and 110-foot curb-to-curb measurement. Urban Arterials Highways include three lanes of travel in each direction and a 14-foot curbed and/or landscaped median. The following study area roadways within the City of Eastvale are classified as Urban Arterial Highways:

- Schleisman Road
- Hamner Avenue, north of Schleisman Road

Major Highways are intended to serve property zoned for major industrial and commercial uses, or to serve through traffic. Access from other streets/highways should be limited to approximately 660-foot intervals. The study area roadways that are classified as Major Highways are identified as having 118-foot right-of-way and 76-foot curb-to-curb measurement. Major Highways include two lanes of travel in each direction, divided by a 12-foot painted median (two-way-left-turn lane). The following study area roadways within the City of Eastvale are classified as Major Highways:

- Sumner Avenue
- Hamner Avenue, south of Schleisman Road

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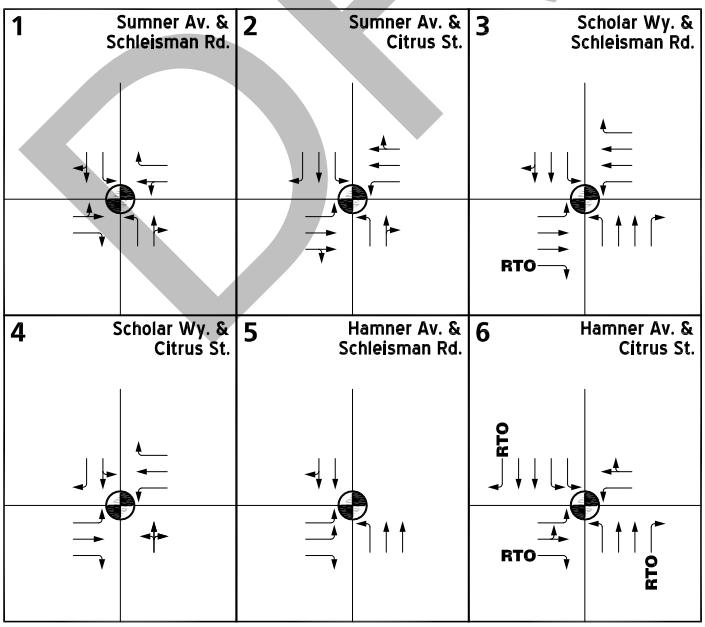
EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



LEGEND:

- = TRAFFIC SIGNAL
- 4 = NUMBER OF LANES
- D = DIVIDED
- U = UNDIVIDED
- RTO = RIGHT TURN OVERLAP
- SPEED LIMIT 25 = SPEED LIMIT (MPH)
- SPEED LIMIT 25 = SCHOOL SPEED LIMIT (MPH)

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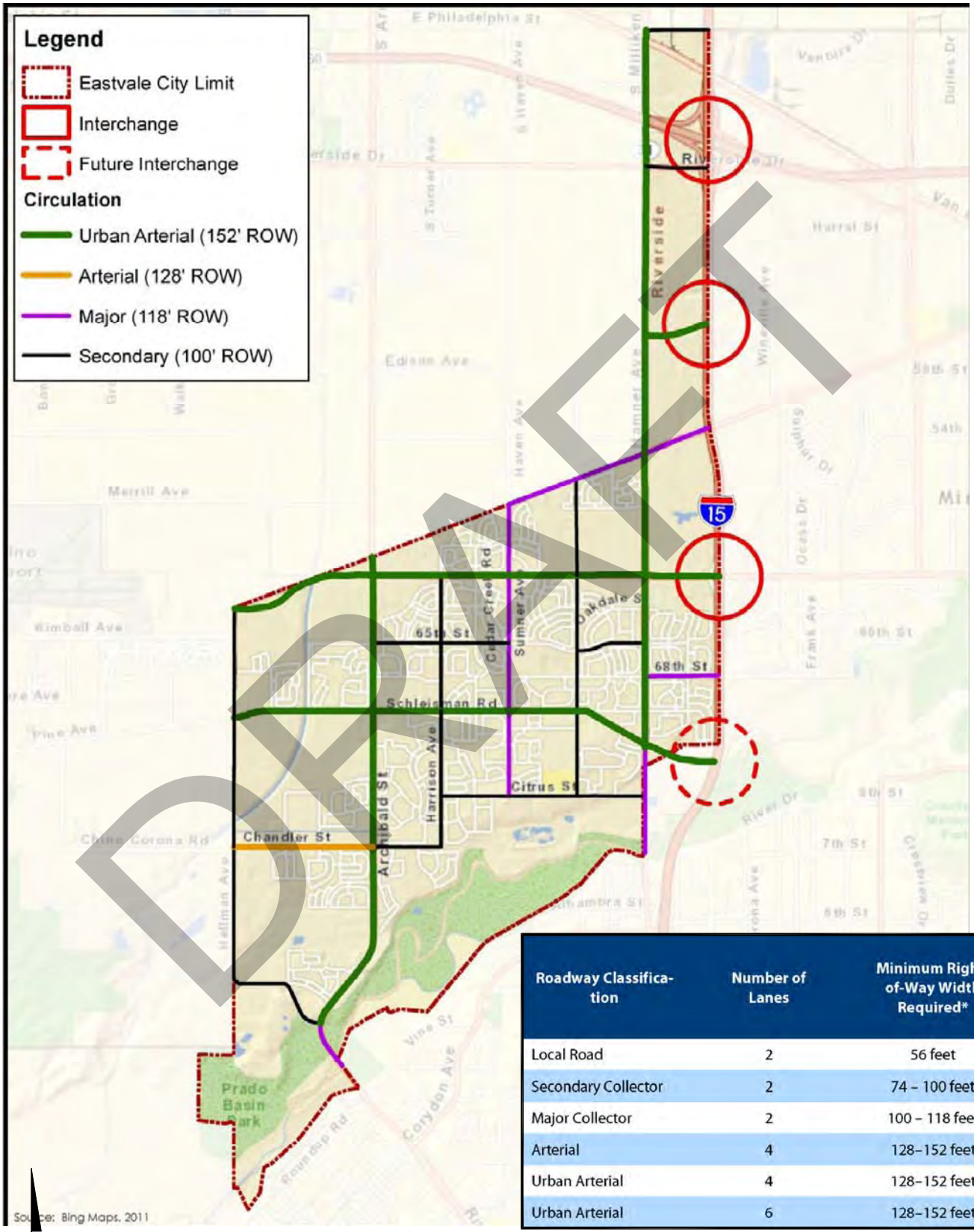
EXHIBIT 3-2: CITY OF EASTVALE GENERAL PLAN CIRCULATION ELEMENT



Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*
Local Road	2	56 feet
Secondary Collector	2	74 – 100 feet
Major Collector	2	100 – 118 feet
Arterial	4	128–152 feet
Urban Arterial	4	128–152 feet
Urban Arterial	6	128–152 feet

SOURCE: CITY OF EASTVALE GENERAL PLAN
ADOPTED: JUNE 13, 2012

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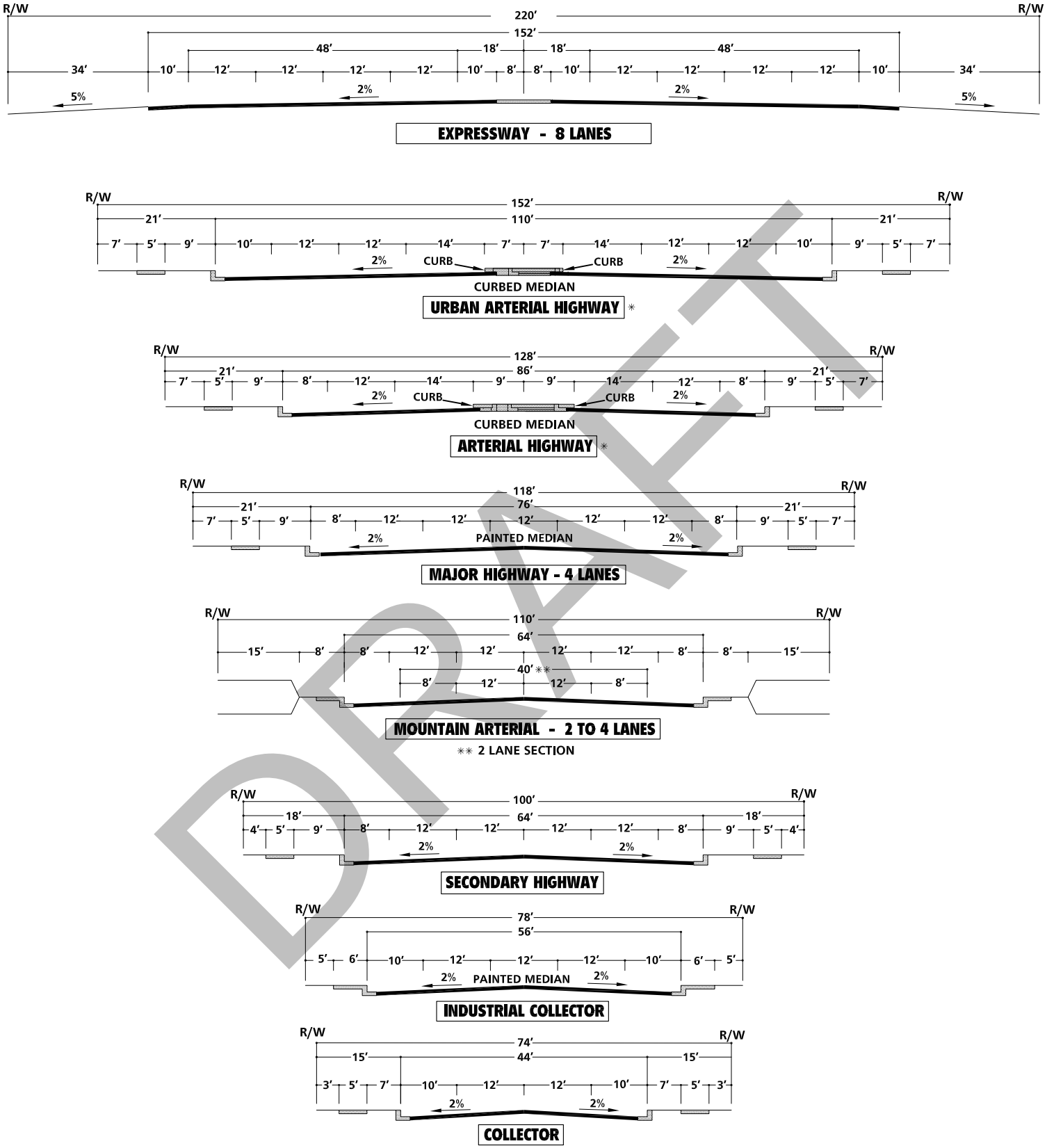
EXHIBIT 3-3: CITY OF EASTVALE GENERAL PLAN ROADWAY CROSS-SECTIONS



✳ IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

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Secondary Highways are intended to through traffic along longer routes between major traffic generating areas or to serve property zoned for multiple residential, secondary industrial or commercial uses. Access from other streets/highways should be limited to approximately 330-foot intervals. The study area roadways that are classified as Secondary Highways are identified as having 100-foot right-of-way and 64-foot curb-to-curb measurement. Secondary Highways include two lanes of travel in each direction. The following study area roadways within the City of Eastvale are classified as Secondary Highways:

- Scholar Way
- Citrus Street

3.3 EXISTING (2016) TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in October 2016. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday Mid-day Peak Hour (peak hour between 1:30 PM and 3:30 PM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM, weekday mid-day, and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. Weekday mid-day peak hour conditions have been evaluated to capture the end of the school day as there are several existing schools within or in close proximity to the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1. These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic (e.g., between ramp-to-arterial intersections, etc.).

Existing weekday average daily traffic (ADT) volumes on arterial highways throughout the study area are also shown on Exhibit 3-6. Existing ADT volumes are based upon actual daily counts collected in the field (see Appendix 3.1). Existing weekday AM and weekday PM peak hour intersection volumes are also shown on Exhibit 3-4. Existing weekday mid-day peak hour intersection volumes are shown on Exhibit 3-5.

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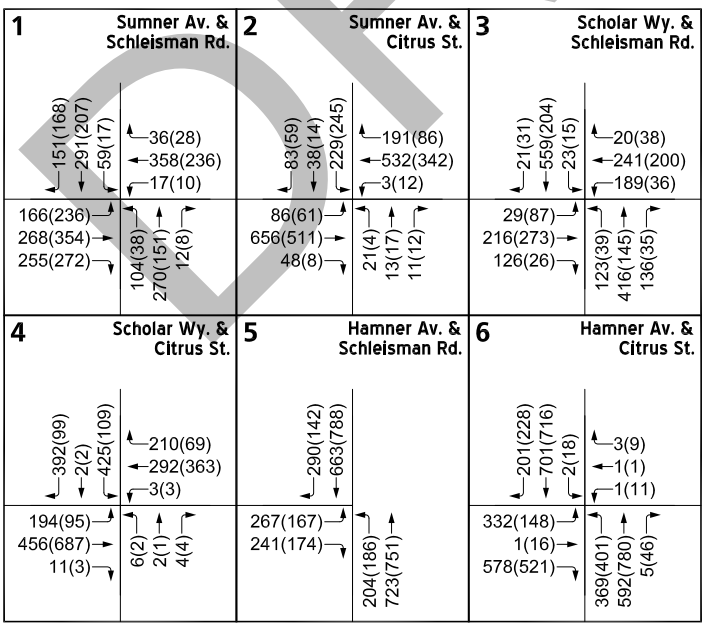
EXHIBIT 3-4: EXISTING (2016) TRAFFIC VOLUMES



LEGEND:

10.0 = ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S)

10.0 = ESTIMATED VEHICLES PER DAY (1000'S)

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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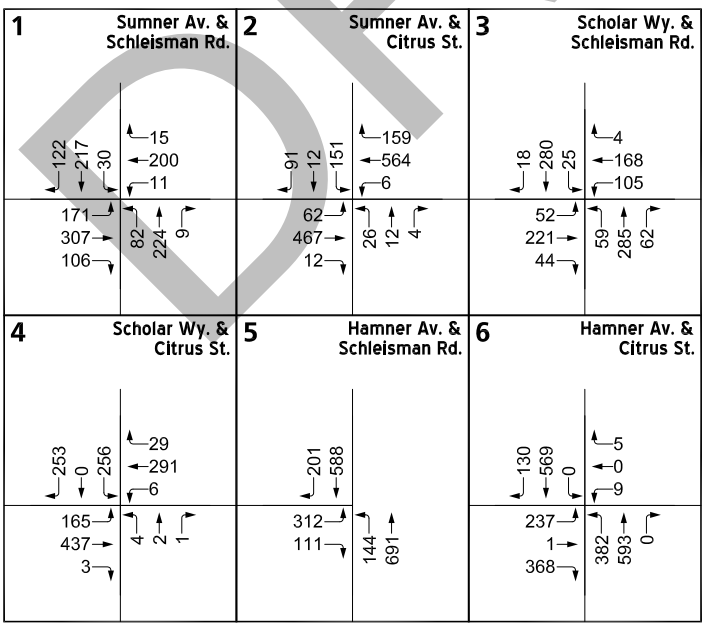
EXHIBIT 3-5: EXISTING (2016) MID-DAY TRAFFIC VOLUMES



LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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3.4 EXISTING (2016) CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that all of the study area intersections are currently operating at acceptable LOS during the peak hours, with the exception of the following:

- Sumner Avenue / Schleisman Road (#1) – LOS E AM peak hour only
- Hamner Avenue / Citrus Street (#6) – LOS E AM and PM peak hours

Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-6. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

3.5 EXISTING (2016) CONDITIONS ROADWAY SEGMENT CAPACITY ANALYSIS

The General Plan Circulation Element for each of the respective jurisdictions within the study area provides roadway volume capacity values presented previously on Table 2-3. The roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 3-2 provides a summary of the Existing conditions roadway segment capacity analysis based on the General Plan Circulation Element Roadway Segment Capacities identified previously on Table 2-3 for the City of Eastvale. As shown on Table 3-2, the following roadway segment is currently operating at an unacceptable LOS based on daily roadway segment capacities identified on Table 2-3:

- Citrus Street, between Scholar Way and Hamner Avenue (#6) – LOS D

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Table 3-1

Existing (2016) Conditions Intersection Analysis

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service			Acceptable LOS
			Northbound			Southbound			Eastbound			Westbound									
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM	
1	Sumner Av. / Schleisman Rd.	TS	1	1	0	1	1	0	0	1	1	0	1	1	**69.9**	47.1	48.8	**E**	D	D	D
2	Sumner Av. / Citrus St.	TS	1	1	0	1	1	1	1	2	0	1	2	0	21.0	20.7	18.4	C	C	B	D
3	Scholar Wy. / Schleisman Rd.	TS	1	2	1	1	2	0	1	2	1>	1	2	1	31.1	27.9	17.5	C	C	B	D
4	Scholar Wy. / Citrus St.	TS	0	1	0	0	1	1	1	1	1	1	1	1	40.5	19.0	23.0	D	B	C	D
5	Hamner Av. / Schleisman Rd.	TS	1	2	0	0	2	0	2	0	1	0	0	0	17.6	13.5	13.3	B	B	B	D
6	Hamner Av. / Citrus St.	TS	1	2	1>	2	2	1>	1	1	1>	1	1	0	**58.6**	45.4	**78.2**	**E**	D	**E**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] TS = Traffic Signal

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Table 3-2

Roadway Segment Analysis for Existing (2016) Conditions

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	Existing (2016)	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	2D	18,000	9,602	0.53	A	C
2	Sumner Avenue	Schleisman Road to Citrus Street	4D	35,900	8,135	0.23	A	C
3	Scholar Way	Schleisman Road to Citrus Street	4D	35,900	7,979	0.22	A	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	21,840	0.61	B	C
5	Citrus Street	Sumner Avenue to Scholar Way	4D	35,900	13,817	0.38	A	C
6		Scholar Way to Hamner Avenue	2U	18,000	**14,229**	**0.79**	**D**	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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EXHIBIT 3-6: EXISTING (2016) SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

N

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URBAN CROSSROADS

3.6 RECOMMENDED IMPROVEMENTS

Improvement strategies have been recommended at intersections and roadway segments that have been identified as impacted under Existing (2016) traffic conditions in an effort to achieve an acceptable LOS (i.e., LOS D or better).

3.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Table 3-3 indicates the physical improvements needed to address LOS deficiencies at each of the study area intersections under Existing (2016) traffic conditions. The following improvements are recommended to reduce Existing (2016) deficiencies; the improvement strategies identified below are consistent with City of Eastvale General Plan roadway cross-sections:

Recommended Improvement – Sumner Avenue / Schleisman Road (#1) – The following improvements are necessary to reduce the existing impact to acceptable levels:

- One eastbound left turn lane.
- One westbound left turn lane.
- Modify the traffic signal to implement protected left turn phasing for the eastbound and westbound approaches.

Recommended Improvement – Hamner Avenue / Citrus Street (#6) – The following improvement is necessary to reduce the existing impact to acceptable levels:

- 2nd northbound left turn lane.

3.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

As noted in Section 2.3 *Roadway Segment Capacity Analysis*, daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis have been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

The intersections located adjacent to the deficient roadway segment (Scholar Way at Citrus Street and Hamner Avenue at Citrus Street) are anticipated to operate at acceptable LOS during the peak hours with existing lanes or with the recommended intersection improvements discussed previously (see Table 3-1 and Table 3-3). As such, no roadway widening has been recommended as part of this traffic study to address the deficient roadway segments under Existing traffic conditions.

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Table 3-3

Intersection Analysis for Existing (2016) With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service		
			Northbound			Southbound			Eastbound			Westbound								
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM
1	Sumner Av. / Schleisman Rd.																			
	- Without Improvements	TS	1	1	0	1	1	0	0	1	1	0	1	1	**69.9**	47.1	48.8	**E**	D	D
	- With Improvements[4]	TS	1	1	0	1	1	0	**1**	1	1	**1**	1	1	37.9	26.1	26.1	D	C	C
6	Hamner Av. / Citrus St.																			
	- Without Improvements	TS	1	2	1>	2	2	1>	1	1	1>	1	1	0	**58.6**	45.4	**78.2**	**E**	D	**E**
	- With Improvements	TS	**2**	2	1>	2	2	1>	1	1	1>	1	1	0	24.6	19.1	29.8	C	B	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for righ turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right-Turn Overlap Phasing; **1** = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop c For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are show

[3] TS = Traffic Signal

[4] Recommended improvement also includes implementing protected left turn phasing on the eastbound and westbound approaches

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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is currently designated with the Medium Density land use (allowing up to 5 dwelling units per acre or 80 dwelling units) and is proposing to amend the General Plan Land Use to High Density (allowing up to 14 dwelling units per acre or 224 dwelling units). As such, the proposed GPA is proposing to increase the density by 144 additional single family residential dwelling units.

The Project is anticipated to have access onto Citrus Street via Scholar Way and an additional access point to the east of Scholar Way. Regional access to the Project site is provided via the I-15 Freeway at Limonite Avenue and 6th Street interchanges.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates used to estimate Project traffic and a summary of the Project's trip generation are shown in Table 4-1. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) for Single-Family Detached Residential (ITE Land Use Code 210) land use in their published Trip Generation manual, 9th Edition, 2012. (1) The Project is estimated to generate a net total of 2,132 trip-ends per day on a typical weekday with approximately 168 AM peak hour trips and 224 PM peak hour trips. However, the net increase in trips associated with the additional 144 single family residential dwelling units has been evaluated for the purposes of this assessment. The net increase in dwelling units is anticipated to generate an additional 1,370 trips per day with an additional 108 AM peak hour trips and 144 additional PM peak hour trips, in addition to those associated with the currently adopted General Plan land use (80 single family residential dwelling units).

4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute. The Project trip distribution was developed based on a select zone run from the RivTAM traffic model of the traffic analysis zone (TAZ) in which the Project is located.

The trip distribution patterns are heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system. Exhibit 4-1 illustrates the trip distribution patterns for the Project.

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Table 4-1

Project Trip Generation Summary

Land Use	ITE LU Code	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Rates[1]									
Single Family Detached Residential	210	DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52

Land Use	Quantity	Units[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Project Trip Generation Summary									
Currently Adopted:									
Single Family Detached Residential	80	DU	15	45	60	50	30	80	762
Proposed:									
Single Family Detached Residential	224	DU	43	125	168	141	83	224	2,132
Net Increase	**144**	**DU**	**28**	**80**	**108**	**91**	**53**	**144**	**1,370**

[1] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Ninth Edition (2012).

[2] DU = Dwelling Unit

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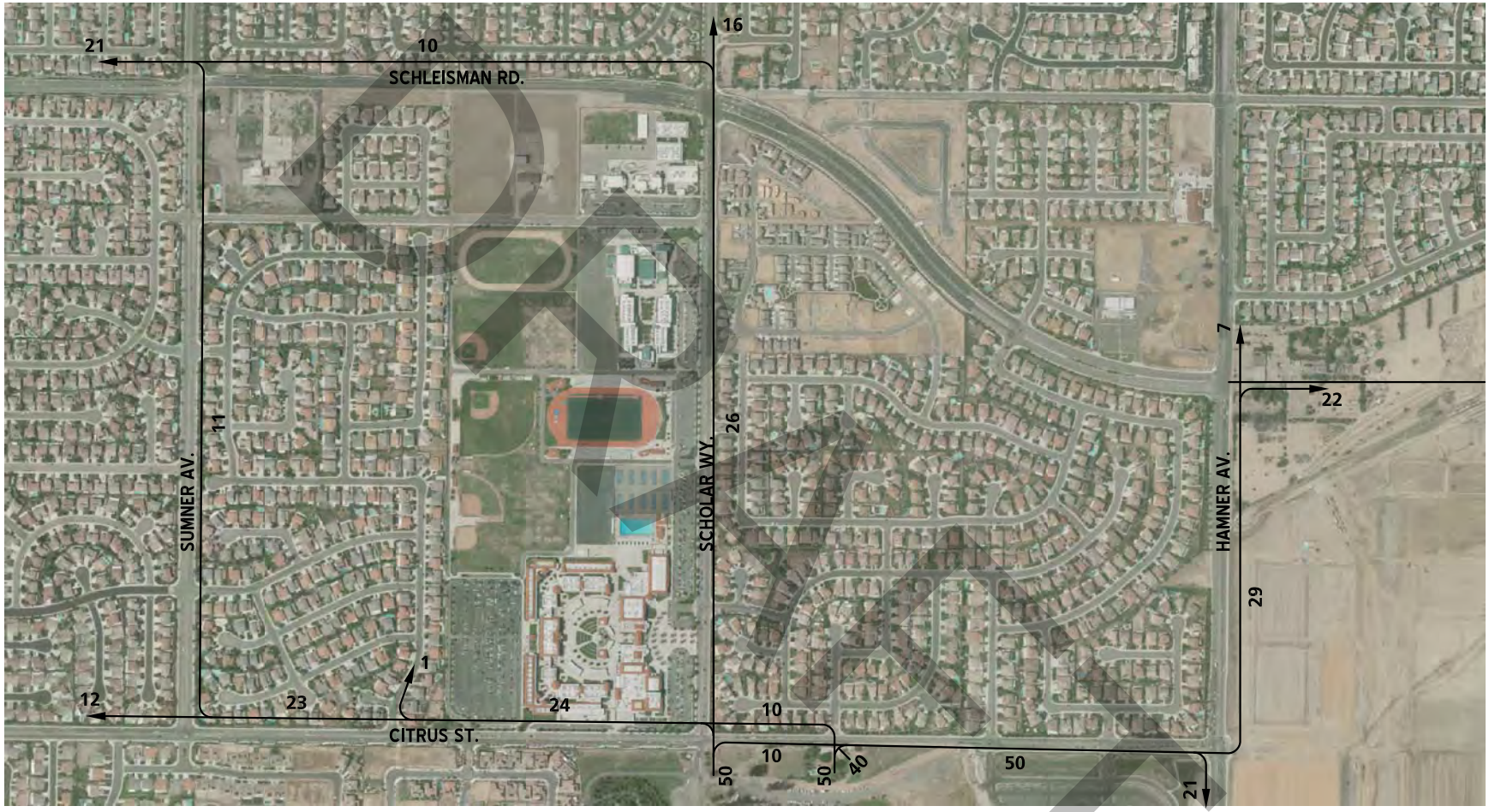
EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION



NOTE: BASED ON RIVTAM SELECT ZONE RUN FOR SITE.

LEGEND:

10 = PERCENT TO/FROM PROJECT

N

4.3 MODAL SPLIT

The traffic reducing potential of public transit, walking or bicycling have not been considered in this TIA. Essentially, the traffic projections are "conservative" in that these alternative travel modes might be able to reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-2. The Project's weekday PM peak hour traffic volumes have been utilized for the weekday mid-day peak hour analysis.

4.5 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing (2016) conditions, and Horizon Year conditions. In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location in October 2016. The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 255), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

Future estimated peak hour traffic data was used for new intersections and intersections with an anticipated change in travel patterns to further refine the Horizon Year peak hour forecasts. Additional growth has been included to increase the 2035 RivTAM forecasts to reflect 2040 traffic conditions. The average annual population, employment and household growth anticipated for the City of Eastvale between 2012 and 2040 was obtained from the 2016 SCAG RTP/SCS. (2) Lastly, the traffic forecasts for Horizon Year traffic conditions were reviewed to ensure a minimum growth over Existing conditions as a part of the refinement process. The minimum growth includes any additional growth between Existing and Horizon Year traffic conditions that is not accounted for by the traffic generated by cumulative development projects and ambient growth rates.

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EXHIBIT 4-2: PROJECT ONLY TRAFFIC VOLUMES

1 Sumner Av. & Schleisman Rd.	2 Sumner Av. & Citrus St.	3 Scholar Wy. & Schleisman Rd.
0(0) 0(0) 0(0) / 0(0) 8(5) 0(0)	0(0) 0(0) 3(10) / 9(6) 10(6) 0(0)	0(0) 4(15) 0(0) / 0(0) 0(0) 0(0)
0(0) 3(9) 3(10) / 9(6) 0(0) 0(0)	0(0) 3(11) 0(0) / 0(0) 0(0) 0(0)	0(0) 0(0) 3(9) / 8(5) 13(8) 0(0)
4 Scholar Wy. & Citrus St.	**5 Hamner Av. & Schleisman Rd.**	**6 Hamner Av. & Citrus St.**
0(0) 7(24) 0(0) / 0(0) 8(5) 3(9)	0(0) 2(6) 0(0) / 0(0) 0(0) 6(20)	8(26) 0(0) 0(0) / 0(0) 0(0) 0(0)
0(0) 3(9) 4(13) / 11(7) 21(14) 8(5)	0(0) 0(0) 0(0) / 0(0) 6(4) 18(12)	23(15) 0(0) 17(11) / 6(19) 0(0) 0(0)

LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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As noted previously, the traffic analysis in this report considers weekday mid-day peak hour traffic conditions in addition to the weekday AM and weekday PM peak hours. Therefore, factors were applied to the weekday PM peak hour Horizon Year (2040) traffic forecasts with a relationship to the weekday mid-day Existing (2016) turning volumes to estimate weekday mid-day peak hour Horizon Year (2040) traffic forecasts since the RivTAM traffic model considers only weekday (AM and PM) peak hour traffic conditions. Based on the volume comparison and evaluation of Existing (2016) weekday PM peak hour and weekday mid-day peak hour traffic forecasts, relationships were found to vary between study area intersections. These calculated factors (determined by turning movement) were then applied to the weekday PM Horizon Year (2040) peak hour turning volumes to determine Horizon Year (2040) turning volumes during the weekday mid-day peak hour using the same relationship observed for Existing (2016) traffic conditions. Again, these forecasts were reviewed to ensure minimum growth over Existing (2016) traffic conditions.

Post-processing worksheets for Horizon Year Without traffic conditions are provided in Appendix 4.1. Horizon Year With Project forecasts were determined by adding the Project traffic (for 144 additional single family dwelling units) to the Horizon Year Without Project traffic forecasts.

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5 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (Post-2035) Without and With Project traffic forecasts, and the resulting intersection operations and roadway segment capacities.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are consistent with those shown previously on Exhibit 3-1, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway improvements along the Project's frontage and driveways).
- Extension of Schleisman Road to the east of Hamner Avenue (towards the future proposed I-15 Freeway interchange).

5.2 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year Without Project traffic conditions are shown on Exhibit 5-1. Weekday mid-day peak hour volumes are shown on Exhibit 5-2.

5.3 HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM, plus proposed Project volumes. The weekday ADT and weekday AM and PM peak hour volumes which can be expected for Horizon Year With Project traffic conditions are shown on Exhibit 5-3. Weekday mid-day peak hour volumes are shown on Exhibit 5-4.

5.4 INTERSECTION OPERATIONS ANALYSIS

5.4.1 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC CONDITIONS

LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year Without Project conditions with roadway and intersection geometrics consistent with Section 5.1 *Roadway Improvements*. As shown in Table 5-1, all of the study area intersections are anticipated to operate at an unacceptable LOS during one or more peak hours.

A summary of the peak hour intersection LOS for Horizon Year Without Project conditions are shown on Exhibit 5-5. The intersection operations analysis worksheets for Horizon Year Without Project traffic conditions are included in Appendix 5.1 of this TIA.

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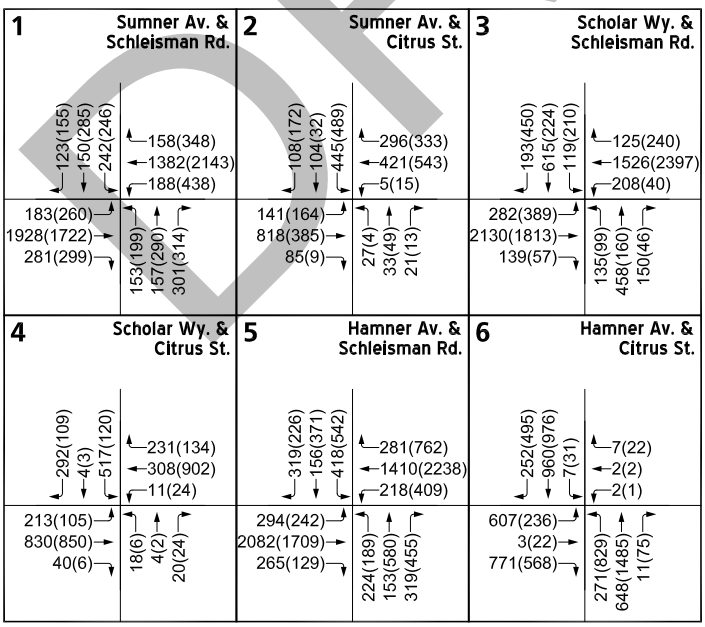
EXHIBIT 5-1: HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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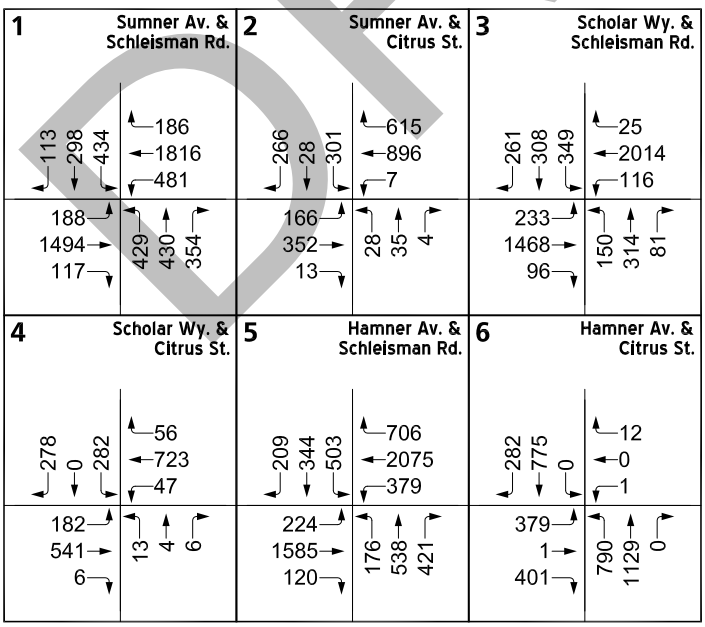
EXHIBIT 5-2: HORIZON YEAR (2040) WITHOUT PROJECT MID-DAY TRAFFIC VOLUMES



LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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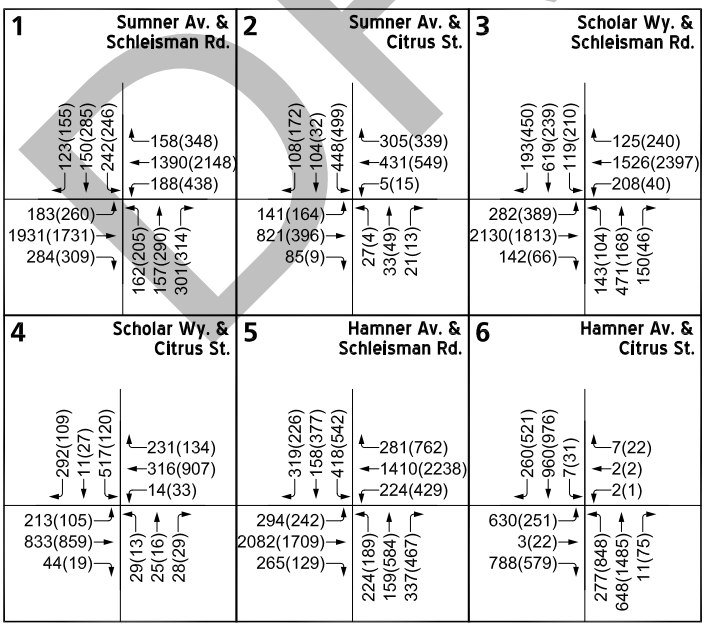
EXHIBIT 5-3: HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUMES



LEGEND:

10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES

10.0 = VEHICLES PER DAY (1000'S)

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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EXHIBIT 5-4: HORIZON YEAR (2040) WITH PROJECT MID-DAY TRAFFIC VOLUMES

1 Sumner Av. & Schleisman Rd.	2 Sumner Av. & Citrus St.	3 Scholar Wy. & Schleisman Rd.
113 298 434 / 186 1821 481	266 28 311 / 621 902 7	261 323 349 / 25 2014 116
188 1503 127 / 435 430 354	166 363 13 / 28 35 4	233 1468 105 / 155 322 81

4 Scholar Wy. & Citrus St.	5 Hamner Av. & Schleisman Rd.	6 Hamner Av. & Citrus St.
278 24 282 / 56 728 56	209 350 503 / 706 2075 399	308 775 0 / 12 0 1
182 550 19 / 20 18 11	224 1585 120 / 176 542 433	394 1 412 / 809 1129 0

LEGEND:

10(10) = **MID-DAY PEAK HOUR INTERSECTION VOLUMES**

NOTE: PROJECT TRIPS SHOWN ARE ASSOCIATED WITH ADDITIONAL PROPOSED DWELLING UNITS (e.g. 144 DUs). PM PEAK HOUR VOLUME WILL BE UTILIZED FOR THE MID-DAY PEAK HOUR.

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EXHIBIT 5-5: HORIZON YEAR (2040) WITHOUT PROJECT SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

N

Table 5-1

Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control[2]	2040 Without Project						2040 With Project						Acceptable LOS
			Delay[1] (secs.)			LOS[3]			Delay[1] (secs.)			LOS[3]			
			AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM	
1	Sumner Av. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
2	Sumner Av. / Citrus St.	TS	35.3	**134.2**	44.3	D	**F**	D	35.9	**137.3**	45.8	D	**F**	D	D
3	Scholar Wy. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
4	Scholar Wy. / Citrus St.	TS	**109.2**	**84.7**	48.4	**F**	**F**	D	**111.7**	**90.9**	54.3	**F**	**F**	D	D
5	Hamner Av. / Schleisman Rd.	TS	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	**>200.0**	**>200.0**	**>200.0**	**F**	**F**	**F**	D
6	Hamner Av. / Citrus St.	TS	**64.6**	**>200.0**	**>200.0**	**E**	**F**	**F**	**67.6**	**>200.0**	**>200.0**	**E**	**F**	**F**	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[2] TS = Traffic Signal

[3] LOS = Level of Service

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5.4.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 5-1 and illustrated on Exhibit 5-6, there are no additional study area intersections anticipated to experience unacceptable LOS (LOS E or worse) with the addition of Project traffic during one or more peak hours in addition to those previously identified under Horizon Year Without Project conditions. The intersection operations analysis worksheets for Horizon Year With Project traffic conditions are included in Appendix 5.2 of this TIA.

Measures to address long-range deficiencies for Horizon Year traffic conditions are discussed in Section 5.6 *Long-Range Deficiencies and Recommended Improvements.*

5.5 ROADWAY SEGMENT CAPACITY ANALYSIS

5.5.1 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC CONDITIONS

The General Plan Circulation Element for each of the respective jurisdictions within the study area provides roadway volume capacity values presented previously on Table 2-3. The roadway segment capacities are approximate figures only, and are used at the General Plan level to assist in determining the roadway functional classification (number of through lanes) needed to meet traffic demand. Table 5-2 provides a summary of the Horizon Year Without Project conditions roadway segment capacity analysis based on the General Plan Circulation Element Roadway Segment Capacities identified previously on Table 2-3 for the City of Eastvale. As shown on Table 5-2, the following roadway segments are anticipated to operate at an unacceptable LOS based on daily roadway segment capacities identified on Table 2-3 in addition to those previously identified under Existing (2016) traffic conditions:

- Schleisman Road, between Sumner Avenue to Scholar Way (#1) – LOS F
- Hamner Road, between Schleisman Road to Citrus Street (#4) – LOS D

5.5.2 HORIZON YEAR (2040) WITH PROJECT TRAFFIC CONDITIONS

As shown on Table 5-2, there are no additional study area roadway segments anticipated to experience unacceptable LOS (LOS D or worse) with the addition of Project traffic in addition to those previously identified under Horizon Year Without Project conditions.

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EXHIBIT 5-6: HORIZON YEAR (2040) WITH PROJECT SUMMARY OF LOS

LEGEND:

- AM PEAK HOUR ACCEPTABLE LOS
- AM PEAK HOUR DEFICIENT LOS
- PM PEAK HOUR ACCEPTABLE LOS
- PM PEAK HOUR DEFICIENT LOS
- MID-DAY PEAK HOUR ACCEPTABLE LOS
- MID-DAY PEAK HOUR DEFICIENT LOS

N

Table 5-2

Roadway Segment Analysis for Horizon Year (2040) Conditions

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2040 NP	V/C	LOS	2040 WP	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	2D	18,000	**51,981**	**2.89**	**F**	**52,119**	**2.90**	**F**	C
2	Sumner Avenue	Schleisman Road to Citrus Street	4D	35,900	15,178	0.42	A	15,328	0.43	A	C
3	Scholar Way	Schleisman Road to Citrus Street	4D	35,900	8,777	0.24	A	9,135	0.25	A	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	C
5	Citrus Street	Sumner Avenue to Scholar Way	4D	35,900	17,961	0.50	A	18,289	0.51	A	C
6		Scholar Way to Hamner Avenue	2U	18,000	**20,205**	**1.12**	**F**	**20,479**	**1.14**	**F**	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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5.6 LONG-RANGE DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

5.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to an acceptable LOS (LOS D or better). The effectiveness of the recommended improvement strategies discussed below to address Horizon Year traffic deficiencies is presented in Table 5-3. The cumulative improvement needs identified on Table 5-3 for Horizon Year traffic conditions are all within the envelope of the General Plan. In other words, the cumulative improvement needs identified for the purposes of this traffic study are consistent with or less than the geometrics assumed in the City's General Plan.

Worksheets for Horizon Year Without and With Project conditions, with improvements, HCM calculations are provided in Appendix 5.3 and Appendix 5.4.

5.6.2 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES ON ROADWAY SEGMENTS

As noted in Section 2.3 *Roadway Segment Capacity Analysis*, daily roadway capacities are "rule of thumb" estimates for planning purposes and are affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian bicycle traffic. Where the ADT-based roadway segment analysis indicates a deficiency (unacceptable LOS), a review of the more detailed peak hour intersection analysis have been undertaken. The more detailed peak hour intersection analysis explicitly accounts for factors that affect roadway capacity. Therefore, roadway segment widening is typically only recommended if the peak hour intersection analysis indicates the need for additional through lanes.

Consistent with the Horizon Year intersection improvements shown previously on Table 5-3, the recommended roadway segment widening and analysis results are shown on Table 5-4. The segment of Schleisman Road between Sumner Avenue and Scholar Way is anticipated to continue to have unacceptable LOS (LOS E) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Sumner Avenue at Schleisman Road and Scholar Way at Schleisman Road) are anticipated to operate at acceptable LOS with the improvements shown on Table 5-3, additional roadway widening has not been recommended. Similarly, the segment of Hamner Avenue between Schleisman Road and Citrus Street is anticipated to operate at unacceptable LOS (LOS D) for both Without and With Project traffic conditions, but since the intersections on either side of this deficient roadway segment (Hamner Avenue at Schleisman Road and Hamner Avenue at Citrus Street) are anticipated to operate at an acceptable LOS with the improvements shown on Table 5-3, additional roadway widening has not been recommended.

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Table 5-3

Intersection Analysis for Horizon Year (2040) With Improvements

#	Intersection	Traffic Control[3]	Intersection Approach Lanes[1]												Delay[2] (secs.)			Level of Service		
			Northbound			Southbound			Eastbound			Westbound								
			L	T	R	L	T	R	L	T	R	L	T	R	AM	MD	PM	AM	MD	PM
1	Sumner Av. / Schleisman Rd.																			
	- Without Project[4]	TS	**2**	**2**	**1>**	**2**	**2**	0	**1**	**3**	**0**	**2**	**3**	1	36.8	54.3	50.9	D	D	D
	- With Project[4]	TS	**2**	**2**	**1>**	**2**	**2**	0	**1**	**3**	**0**	**2**	**3**	1	37.0	54.8	51.4	D	D	D
2	Sumner Av. / Citrus St.																			
	- Without Project	TS	1	1	0	1	1	1	1	2	0	1	2	**1>**	28.5	43.5	26.7	C	D	C
	- With Project	TS	1	1	0	1	1	1	1	2	0	1	2	**1>**	28.6	44.5	27.3	C	D	C
3	Scholar Wy. / Schleisman Rd.																			
	- Without Project	TS	**2**	2	1	**2**	2	**1>**	**2**	**3**	1>	**2**	**3**	1	46.1	45.4	53.8	D	D	D
	- With Project	TS	**2**	2	1	**2**	2	**1>**	**2**	**3**	1>	**2**	**3**	1	46.4	45.5	54.5	D	D	D
4	Scholar Wy. / Citrus St.																			
	- Without Project	TS	0	1	0	0	1	1	1	**2**	**0**	1	**2**	**0**	49.7	36.5	21.8	D	D	C
	- With Project	TS	0	1	0	0	1	1	1	**2**	**0**	1	**2**	**0**	51.7	39.0	23.4	D	D	C
5	Hamner Av. / Schleisman Rd.																			
	- Without Project	TS	**2**	2	**1>**	**2**	2	**1>**	2	**3**	**1>**	**2**	**3**	**1>**	32.0	51.4	52.8	C	D	D
	- With Project	TS	**2**	2	**1>**	**2**	2	**1>**	2	**3**	**1>**	**2**	**3**	**1>**	33.0	53.0	53.6	C	D	D
6	Hamner Av. / Citrus St.																			
	- Without Project[4]	TS	**2**	2	1>	2	2	1>	**2**	1	1>	1	1	0	38.2	32.3	34.6	D	C	C
	- With Project[4]	TS	**2**	2	1>	2	2	1>	**2**	1	1>	1	1	0	39.9	33.6	36.9	D	C	D

[1] When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for righ turning vehicles to travel outside the through lanes

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; d= Defacto Right Turn Lane; **1** = Improvement

[2] Per the 2010 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all-way stop co For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are show

[3] TS = Traffic Signal

[4] Recommended improvement also includes implementing protected left turn phasing on the eastbound and westbound approaches

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Table 5-4

Roadway Segment Analysis for Horizon Year (2040) Conditions With Improvements

#	Roadway	Segment Limits	Roadway Section	LOS Capacity[1]	2040 NP	V/C	LOS	2040 WP	V/C	LOS	Acceptable LOS
1	Schleisman Road	Sumner Avenue to Scholar Way	**6D**	53,900	**51,981**	**0.96**	**E**	**52,119**	**0.97**	**E**	C
4	Hamner Avenue	Schleisman Road to Citrus Street	4D	35,900	**30,292**	**0.84**	**D**	**30,690**	**0.85**	**D**	C
6	Citrus Street	Scholar Way to Hamner Avenue	**4D**	35,900	20,205	0.56	A	20,479	0.57	A	C

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

[1] These maximum roadway capacities have been extracted from the following source: City of Eastvale General Plan (Table C-1) for an Urban Arterial, Major, and Secondary . These roadway capacities are "rule of thumb" estimates for planning purposes. The LOS E service volumes are estimated maximum daily capacity for respective classifications. Capacity is affected by such factors as intersections (spacing, configuration and control features), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance, vehicle mix (truck and bus traffic) and pedestrian and bicycle traffic.

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6 REFERENCES

1. **Institute of Transportation Engineers.** *Trip Generation.* 9th Edition. 2012.
2. **Southern California Association of Governments.** *2016 Regional Transportation Plan/Sustainable Communities Strategy.* April 2016.
3. **Transportation Research Board.** *Highway Capacity Manual (HCM).* s.l. : National Academy of Sciences, 2000 and 2010.
4. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies.* December 2002.
5. **Federal Highway Administration.** Manual on Uniform Traffic Control Devices (MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CAMUTCD).* 2012.

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.1

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: MICHELE NISSEN, CITY MANAGER

SUBJECT: UPDATE ON MATERNITY HOMES AND ENFORCEMENT ACTIONS

RECOMMENDATION: DISCUSS AND PROVIDE DIRECTION TO STAFF

BACKGROUND

At the December 14, 2016 meeting, City staff was directed by City Council to provide an update on maternity homes and enforcement.

DISCUSSION

On October 12, 2016 the City Council approved a proposal for temporary, part-time "contract services to augment Code Enforcement staffing levels" in order to allocate additional Code Enforcement resources to investigate suspected birthing home operations that have been reported to Eastvale Code Enforcement. The part-time, temporary Code Enforcement Officer commenced operations on October 17, 2016 and worked on Mondays and Tuesdays. At that time it was determined that shifting the full-time officer's shift from Tuesday-Friday would provide better enforcement for the entire City. It is important to note that Code Enforcement Officers are required to provide services equitably and fairly to all Eastvale residents. During this same period, we successfully recruited two Code Enforcement volunteers, one of which has already begun assisting in Code Enforcement operations while the second person will begin volunteering in during the first weekend of January.

Based on the complaints that have been sent to Eastvale Code Enforcement, the following basic data is available to share (September 2016 to January 2017);

- There are nineteen (19) single family homes which have been reported as suspected maternity homes with thirteen (13) complainants (some complainants reported multiple locations). Twelve of the suspected homes are on the same street and fourteen (14) of the homes have open cases (under investigation).
- Title reports have been performed on sixteen (16) single family homes.
- All single family home addresses have been cross referenced in our Rental Registration database. Five were found to be registered but not under the pretense of which they are conducting operations.
- Public Records Requests for water/sewer account holder names have been obtained on fifteen (15) single family homes.
- Public Records Requests for waste hauling account holder names have been obtained on fifteen (15) single family homes.

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- There are twenty-two (22) apartment units in The Homecoming which have been reported by two different complainants. According to management of the complex, letters of unauthorized tenancy have been issued to each unit but the tenants have failed to respond.
- Two (2) suspected homes have been investigated and the cases closed due to no findings of maternity home operations. The property owner in both cases was very upset and complained that people are racially profiling them because they are of Asian ethnicity and have a pregnant family member or were undergoing construction at their home.
- Three (3) homes reported as suspected maternity homes did not show evidence of maternity tourism during the Code Enforcement investigation therefore; no active investigation is taking place.
- When available, mandarin interpreter services are being utilized during Code Enforcement investigations.
- City staff has met with and collaborated with Code Enforcement Officers and City staff in the Cities of: Ontario, Chino, Arcadia, and Chino Hills.
- City staff has met with HOA Board members, HOA management, and several different residents on multiple occasions in an effort to solve these issues.
- Numerous attempts to engage Congressman Calvert's assistance have been but his office is non-responsive.
- We have recently contacted the Office of Intelligence in Washington, D.C. and are awaiting a reply.
- Four (4) cease and desist notices have been issued to property owners. To date, the property owners are non-responsive and proof of compliance has not been provided. Another demand notice was issued and with follow up pending.

The resources that are being allocated and expended to resolve these issues far exceed the cost of the temporary, part-time Code Enforcement Officer that was brought on board to help work Code Enforcement complaints. Several staff at City Hall are involved beyond merely Code Enforcement Officers. The investigative efforts involve time and resources from City staff for business registration, rental registration, City Attorney, Paralegal, City Manager, and the City Clerk.

Due to ongoing investigations, the detailed information for each property under investigation will not and cannot be released. City staff will continue to investigate and document what we have been doing in preparation for amassing sufficient evidence to proceed with an inspection warrant or seek additional legal remedies as afforded under the City's Municipal Code and State Law.

City staff will continue to address the issue through the following methods unless otherwise directed by City Council:

- Building Code violations
- Municipal Code violations
- Rental Registration Ordinance
- Business Registration

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.1

FISCAL IMPACT

Not Applicable.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENT

LA Times Article: *Why Birth Tourism from China Persists Even as U.S. Officials Crack Down* http://www.latimes.com/local/lanow/la-me-ln-birth-tourism-persists-20161220-story.html

Prepared by: Michele Nissen, City Manager
Reviewed by: John Cavanaugh, City Attorney

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.2

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: MICHELE NISSEN, CITY MANAGER

SUBJECT: CONSIDERATION OF AN AD-HOC COMMITTEE TO DISCUSS POSSIBLE SOLUTIONS FOR MATERNITY HOMES

RECOMMENDATION:

1. **FORM AN AD-HOC COMMITTEE TO SERVE FOR A LIMITED PERIOD OF TIME FOR THE PURPOSE OF DISCUSSING POSSIBLE SOLUTIONS FOR MATERNITY HOME AND SHORT-TERM TENANCY ISSUES**
2. **SELECT TWO (2) CITY COUNCIL MEMBERS TO SERVE ON THE AD-HOC COMMITTEE**
3. **DETERMINE THE MAXIMUM NUMBER OF EASTVALE RESIDENTS TO SERVE AS MEMBERS OF THE AD-HOC COMMITTEE**

BACKGROUND

Council Members Todd Rigby and Brandon Plott independently inquired about the formation of an "Ad-Hoc" Committee to discuss possible solutions and mitigation measures for maternity homes in the City of Eastvale. Pursuant to their request, this agenda item has been added for City Council consideration.

DISCUSSION

An ad-hoc committee is a temporary committee that is formed for a specific purpose and term. The ad-hoc committee will serve as a temporary advisory body to the City Council and City Manager, formed with the purpose of bringing together various stakeholders for input on a particular project or specific issue within the City's jurisdiction. Ad-hoc committees are usually advisory committees which do not create policy directives nor make budgetary or resources allocations. The committee members may be given certain tasks and/or objectives and asked to share or advise the City Council of their findings or recommendations.

Due to Brown Act requirements, no more than two (2) City Council members may serve on the ad-hoc committee at any given time, however; it is recommended that the City Council select one alternate council member to serve in the absence of one of the primary City Council representative(s). The ad-hoc committee should include two (2) City Council members, City staff, residents, and industry stakeholders such as: Home Owners Association (HOA) management representative(s), and a representative of the California Apartment Association.

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The maximum number of Eastvale residents serving on the ad-hoc committee should be determined in order to keep the meetings manageable, efficient and effective. The City Council may wish to consider selecting one resident per voting district to ensure varied and geographically diversified representation throughout the City.

The scope of the ad-hoc committee will be specific to maternity homes and short-term tenancy. The ad-hoc committee will meet on an as-needed basis not to exceed a term of nine-months which may be extended by direction and need of the City Council. The ad-hoc committee will convene at City Hall during normal business hours unless special accommodations are required and directed by the City Council members serving on the ad-hoc committee. In addition, the ad-hoc committee meetings will convene by direction of the City Council members serving therein. The committee will be disbanded by direction of the City Council upon completion of their objective unless the term has been formally extended by City Council direction.

The specific duties and expectations of the ad-hoc committee should be discussed and determined at the first meeting.

FISCAL IMPACT

Not Applicable.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENT

None.

Prepared by: Michele Nissen, City Manager
Reviewed by: John Cavanaugh, City Attorney

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.3

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: ALIA RODRIGUEZ, SENIOR ADMINISTRATIVE ANALYST

SUBJECT: COMMUNITY FRUIT TREE PUBLIC-PRIVATE PARTNERSHIP MEMORANDUM OF UNDERSTANDING (MOU)

RECOMMENDATION: APPROVE THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF EASTVALE AND DON PETTINGER FOR THE COMMUNITY FRUIT TREE PROJECT

BACKGROUND

The Eastvale Community Fruit Tree project is an agreement between the City of Eastvale and Don Pettinger CEO of Grace Christian Schools, to establish a fruit orchard on the north east corner of Fire Station #27. Intended to utilize the unused City property, the recommended action would provide multiple opportunities and benefits to enhance the community of Eastvale including educational outreach, community beautification, public-private partnership, and benefits for public safety consumption.

DISCUSSION

In early 2016, Don Pettinger began discussions with the City Manager and City Council to share his desire to donate approximately 30-40 fruit trees to the City to develop an orchard. The initial goals were to benefit public safety by providing fresh fruit to personnel but also to educate the community on backyard orchard culture, composting and mulching. Building on these objectives, the concept of developing a public-private partnership inspired further goals such as building community, inspiring healthy living, and reducing greenhouse gas emissions. Seeing the multitude of benefits and opportunities, the City and Mr. Pettinger sought an appropriate location that would accommodate the needs of the proposed orchard, protect the City's residential and commercial properties, and suitability for access and security. The north east corner of Fire Station #27 is located at 7067 Hamner Avenue, Eastvale, CA 92880 (see Attachment 1, Location Map).

Educational Outreach

The Community Fruit Tree Project location would serve as a living classroom where students would learn about botany, ecology, and how to protect environmental health. The project proposes to offer several community-based classes a year, planned in accordance with the appropriate timeframe for tree planting and orchard culture. These potential classes may include:

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Classes	Time
1. Detail Pruning/Planting	December/January
2. Thinning	March/April
3. Composting	May/June
4. Trimming	June/July
5. Mulching	September
6. Irrigation and Soil Preparation	October/November

The on-site class will allow participants to see first-hand what is being taught which can increase the retention; promote knowledge of orchard culture and its benefits; and endorse healthy living in the community.

Build Community and Enhance Beautification
Along with these educational benefits, this partnership offers an opportunity to enhance community in the City by creating a place for residents to get involved and interact with neighbors; join common interests and goals; and ultimately provide fulfillment and achievement in beautifying the community. Beautification projects bring neighbors together, building pride, cohesion and connection while encouraging exercise and promoting healthy eating habits and better nutrition.

Public-Private Partnership (P3)
The Community Fruit Tree Project also offers an opportunity for the City as a public sector entity to collaborate with a private party to deliver rewarding results for the whole community. The development of a public-private partnership (P3) brings external resources and specialized expertise to a project, in conjunction with local government knowledge and internal resources. Moreover, the long term advantages of materializing a P3 can extend into achieving goals on a variety of current and upcoming projects that are mutually beneficial to the community and City.

Memorandum of Understanding
The purpose of the MOU is to define advanced working relationships between the City and Mr. Pettinger in preparing and establishing the Community Fruit Tree Project. The proposed MOU provides the framework for distinguishing the roles and responsibilities associated with this project including the planting, maintenance, preservation of the orchard; the coordination of educational activities and associated actions; as well as identification of the agreed upon location.

Execution of this MOU does not create any duty to provide assistance by the City and each party shall retain the right to withdrawal some or all of their respective resources at any time for any reason under practical circumstances and reasonable timeframes.

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FISCAL IMPACT

Not Applicable.

STRATEGIC PLAN IMPACT

Not Applicable.

ATTACHMENT(S)

1. Location Map
2. Map of Proposed Fruit Orchard
3. Memorandum of Understanding between the City of Eastvale and Don Pettinger

Prepared by: Alia Rodriguez, Senior Administrative Analyst
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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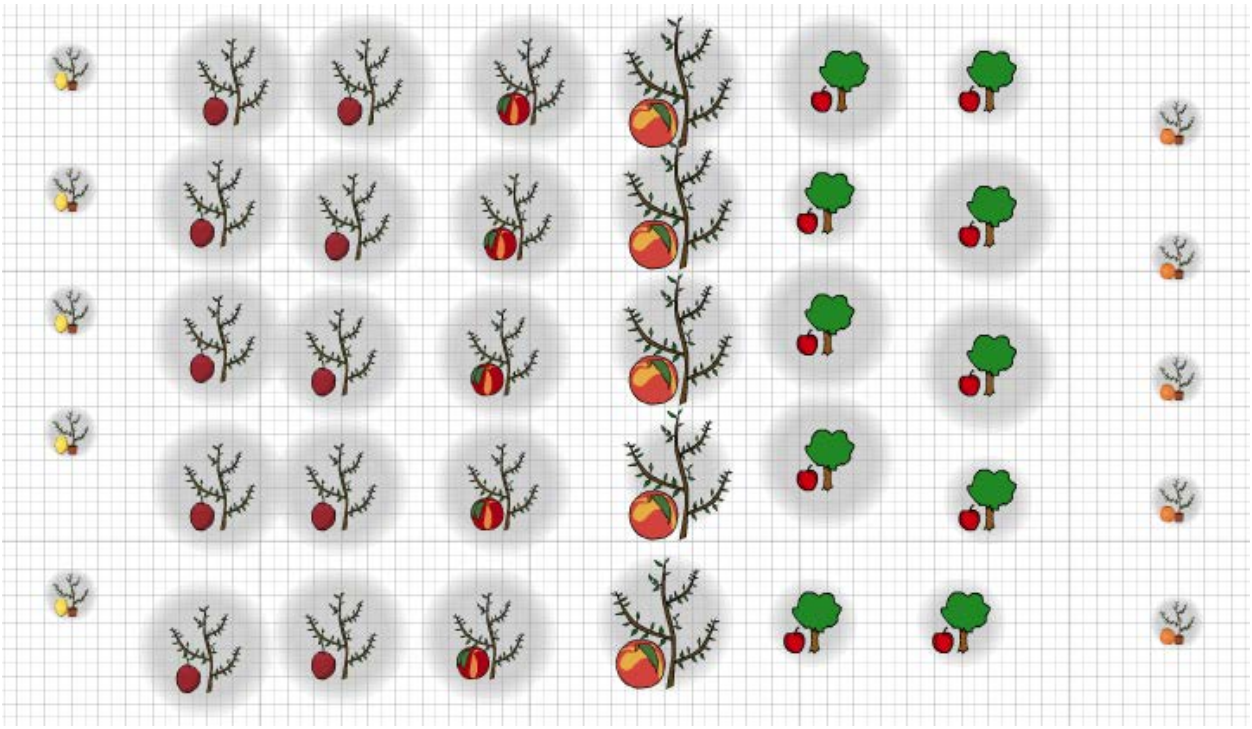
LOCATION MAP

2. Map of Proposed Fruit Orchard



The AGREEMENT BETWEEN THE CITY OF EASTVALE AND DONALD PETTINGER, CEO GRACE CHRISTIAN SCHOOLS FOR THE COMMUNITY FRUIT TREE PROGRAM

THIS AGREEMENT is made and entered into as of January 11, 2017 by and between the City of Eastvale, hereinafter referred to as the "City" and Donald Pettinger, CEO of Grace Christian Schools hereinafter referred to as "Administrator."

SECTION I: The City has designated the Administrator to provide the Community Fruit Tree Program for the City located at the north east corner of Fire Station 27 and said program shall be conducted in accordance with generally accepted gardening principles.

SECTION II: The City and the Administrator mutually agree to the following:

1. Administrator will be responsible for the planting and replanting of the fruit trees within the agreed upon location.

2. Administrator shall provide frequent and regular maintenance of the fruit trees including, but not limited to irrigation, watering, trimming, mulching, staking, pruning, and inspecting.

3. Administrator shall maintain the integrity of the project and surrounding property by removing trash and/or debris accumulated; and weeds or unwanted vegetation.

4. Administrator shall maintain responsibility of all students and/or volunteers working with the program and must ensure completion and submittal of City of Eastvale Hold Harmless Volunteer application prior to the beginning of each class or program.

5. Administrator shall be directly responsible for all work performed by its agents, officers, employees, subcontractors or representatives.

6. Administrator shall provide prevention and mitigation measures in the event rodents (i.e. rats, mice, squirrels, etc.) and/or other form of pests (i.e. bugs, spiders, etc.) are evident.

7. The responsibilities and activities provided by the Administrator and described in the Agreement shall be at no cost to the City.

SECTION III: LOCATION AND INSTALLATION

8. The Community Fruit Tree Program is subject to this Agreement which covers the geographical boundaries of the City. Exact tree locations shall be subject to review and approval by the City Manager, City Public Works Department and/or other designated City authority.

9. Administrator shall assume responsibility for all fruit tree planting including, but not limited to, placement, digging, pruning, setting, backfilling, staking and mulching.

SECTION IV: INSPECTION AND PERFORMANCE STANDARDS

10. Administrator shall conduct routine inspections of all fruit trees and provide for their continued maintenance. Administrator shall maintain the area as appropriate.

11. Administrator, upon the direction of the City, shall maintain designated public right-of-ways clean of illegal or unwanted debris.

12. Administrator will be responsible for any and all maintenance including, but not limited to, vandalism, graffiti, collection of fruit, and trash/debris removal.

13. Administrator will perform the activities set forth in this Agreement or will cause performance of said gardening activities to occur as contemplated herein, in accordance with the generally accepted standards for performing similar services within the State. City has relied on Administrator's representations for quality and professional work as an inducement to enter in to this Agreement.

14. Administrator represents that it has all personnel required to perform the activities under this Agreement. All such personnel shall be fully qualified, and where applicable shall be licensed or otherwise authorized under State and local law to perform such activities. Except as otherwise expressly permitted in this Agreement, Administrator shall not have the right to delegate, transfer, or assign any of its rights or obligations hereunder without the prior written consent of the City.

15. Administrator shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. Such action shall include but not limited to, employment, upgrading, demotion, or transfer, recruitment or recruitment advertising, layoff, or termination, rates of pay or other forms of compensation, and selecting for training, including apprenticeship.

16. Administrator shall comply with all applicable State, Local and Federal laws and Executive Orders and relevant orders of the Secretary of Labor, with all State and local laws and affirmative action compliance programs and other applicable rules and regulations of all government and administrative agencies relating to any and all performance under this Agreement.

17. Administrator, and each of its employees, agents, subcontractors and representatives, is an independent contractor and is not an employee of the City of any purpose.

SECTION V: INDEMNIFICATION AND INSURANCE

18. Administrator shall defend (with attorneys approved by the City), and hold harmless and indemnify the City, its officers, employees, agents and volunteers against any liability (whether bodily injury, including death, and/or property damage and/or any other losses, claims, damages or actions) arising or alleged to arise out of the act or omissions of Administrator or its officers, agents, employees, subcontractors or representatives in the performance of this Agreement.

19. As a condition precedent to the effectiveness of this Agreement and in partial performance of Administrator's obligations hereunder, Administrator at its expense, shall deliver to the City for approval certificates or policies of Insurance from an admitted insurer as evidence that the following types and amounts of insurance are in effect during the term of this Agreement.

20. At least $1,000,000 combined single limits for bodily injury and/or property damage.

21. In the event Administrator hires any employees for the performance of this contract, Administrator shall provide evidence of a certificate or self-insurance or worker's compensation individual coverage meeting the requirements of the California Labor Code in relation to worker's compensation insurance coverage requirements.

22. The City, its officers, employees, agents and volunteers shall also be named as an additional insured under said policy or policies of liability insurance the Administrator is required to obtain under this Section. Administrator and its insurance carrier shall be required to inform the City in writing of any change, expiration, cancellation or renewal if any insurance policy or policies within 10 days prior to the effective date thereof, and an appropriate rider or addition shall be made to said policy relating hereto.

SECTION VI: DEFAULTS/REMEDIES/EVALUATION

23. In the event Administrator defaults in the performance of any of the terms or conditions of this Agreement, and if the City Manager determines a remedy is reasonably possible, but said default is not remedied within 30 days after notice thereof by the City Manager, the City, at its option shall have the right to immediately thereafter terminate the Agreement without waiving any other rights it may have against Administrator for damages or other relief as permitted by law.

24. The failure of the City to insist upon strict performance of any of the provisions of the Agreement, or failure to exercise any other right, option or remedy hereby reserved or as permitted by law shall not be construed as a waiver for the future of any such provisions, right, option, or remedy or as a waiver of any subsequent breach thereof.

25. Should any section or part of this Agreement be rendered void, invalid or unenforceable by any court of law, any such final-determination shall not render void, invalid or unenforceable any other sections or portions of this Agreement unless the City determines in writing that its purpose cannot be accomplished by the remaining provisions not so invalidated .

26. This Agreement contains the entire understanding of the parties and there are no further or other Agreements or understandings in effect between the parties hereto relating to the subject matter hereof, and any prior understanding or Agreement of the parties shall not be binding unless set forth herein, and except to the extent expressly provided for herein, no amendments it this Agreement may be made without the written consent of both parties hereto.

27. Should litigation or arbitration occur between the parties hereto relating to the provisions of the Agreement, all reasonable litigation or arbitration expenses and costs, including reasonable attorney's fees incurred by the prevailing party, shall be paid by the non-prevailing party to the prevailing party.

28. The City and the Administrator shall act in a reasonable manner to ensure the timely efficient completion of the Agreement.

29. The City Manager or designee shall confer with the Administrator at least once annually in order to evaluate Administrator performance. If the Administrator's performance is evaluated at less than acceptable, the Administrator shall make every effort to improve its

performance. The City Manager or his designee shall perform a subsequent evaluation no later than 60 days after the initial evaluation. If the Administrator's evaluation is still less than acceptable, then the City, at its option, shall have the right to immediately terminate this Agreement, without waiving any other rights it may have against Administrator for damages or other relief as permitted by law.

SECTION VII: **LENGTH OF CONTRACT**

30. This Agreement shall commence on the (**INSERT EFFECTIVE DATE**) and shall continue thereafter for a period of five (5) years, subject to earlier termination as provided in Section 33. This Agreement and Administrator's administration of the terms hereof, shall be reviewed annually by the City Manager and Administrator and recommendations by City and Administrator for modifications. At the end of the initial term, this Agreement will be automatically renewed annually, unless the City Manager or his designee notifies the Administrator of any proposed changes not less than 90 days prior to the annual review date.

31. All fruit trees are, and shall remain, the property of Administrator. Unless otherwise agreed and subject to the term at the termination of, or for the duration of, the agreement by Administrator and issued by City. Upon termination of the Agreement, Administrator shall remove all fruit trees placed pursuant to this Agreement.

SECTION VIII: NOTICES

42. All notices to be given hereunder shall be in writing and shall be deemed to have been given, if delivered in person, or 5 days after mailing if properly addressed and mailed, with full postage prepaid, by certified or registered mail with return receipt requested. Notice to the City shall be sufficient if sent to:

City Manager
City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

Notice to the Administrator shall be sufficient if sent to:

Donald Pettinger, CEO Grace Christian Schools
6384 Erica Ct.
Eastvale, CA 92880
909 636-2130

IN WITNESS WHEREOF, the parties have caused this Agreement to be executed as of the Effective Date.

CITY OF EASTVALE,
A municipal corporation

By: _____
City Manager

Attest: _____
City Clerk

APPROVED AS TO FORM:

_____
City Attorney

DONALD PETTINGER, CEO (GRACE CHRISTIAN SCHOOLS); A private non-profit 501(c)3

By: _____

By: _____

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.4

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: BOB WILLIAMSON, CONSTRUCTION MANAGER
JOE INDRAWAN, CITY ENGINEER

SUBJECT: CHANDLER STATION (FIRE STATION NO. 31) UPDATE

RECOMMENDATION: RECEIVE INFORMATIONAL UPDATE FOR DISCUSSION

BACKGROUND:

The purpose of this report is to review the process and provide background information for the Chandler Station Project.

DISCUSSION:

In early 2013 the Riverside County Fire Department explained that continued new housing developments and response times to parts of the City Eastvale identified the need for a new fire station in the more western area of Eastvale (the second fire station in the City of Eastvale). On December 24, 2013, the City closed escrow on a 1.75 acre parcel located at 14491 Chandler Street with the intent to use this site for a new fire station.

On April 23, 2014, the City issued of a Request for Proposals (RFP) for Architecture and Engineering (A/E) services. On May 28, 2014 the City Clerk received 8 proposals. After interview selection by the City Council, on August 27, 2014 the architectural and engineering design contract for fire station was awarded to WLC Architects, Inc. During the remainder of 2014, the Fire Department, Architects, City staff and the City Council subcommittee (Design Team) met and discussed the floor plan layout, size of rooms, building massing and vehicular flow for on-site fire trucks.

On October 1, 2014 a public meeting was held for community input into the design issues being considered for the new fire station. Public comments were favorable about location and fire truck access-out on Chandler Street. From January through June 2015 the Architects met several more times with the Design Team and once with the Planning Commission to review final building exteriors and colors. On April 8, 2015 the City Council approved the general design of the fire station.

In July 2015 the Street Improvements (sidewalk and widening) were split off from the Fire Station Project into a separate Project because Community Development Block Grant (CDBG) funding intermixing with the fire station funding presented complex reimbursement difficulties.

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These improvements will utilize the Gas Tax and CDBG Funds. On September 14, 2016 the City Council awarded the Street Improvements construction to Hillcrest Construction.

An informal name of "Chandler Station" was introduced and approved by the City Council on September 9, 2015. On September 23, 2015 the Fire Station Project was advertised for bids, and On October 29, 2015 the City Clerk received eighteen (18) bids for Fire Station No. 31. On November 10, 2015 The City Council awarded the construction contract to Horizons Construction Company International, Inc. Following submission of insurance documents, the City issued the Notice to Proceed with Construction on January 11, 2016 with a contract completion date of December 5, 2016. Since the start of construction, it has progressed from foundation and earthwork to framing and roofing and is now in the final month where the interior and exterior work is being completed and tested. The City/Fire/Architect construction team has met regularly with the contractor throughout and they plan for inspections and walkthrough observations in mid-January with completion by the end of January.

FISCAL IMPACT:

The Project had regular budget updates as a Capital Improvement Project. Primary funding for the Project is from the Structural Fire Tax Fund. Storm Drainage imrpovements are funded by the Zone 2 Flood Control District Fund. Street widening improvements to comply with the American Disability Act (ADA) are funded by the Community Development Block Grant Fund (CDBG) and Gas Tax Funds.

While the Project is not yet complete and equipment and additional move-in expenses are anticipated, the total estimated budget and funding for the project (land, building/equipment, and street improvements) is estimated at $7,490,400 as depicted below.

Project Element	**Estimate**	**Project Funding**	**Estimate**
Land	$ 605,241	Structural Fire Fund	$6,097,900
Furniture/Fixtures	$ 100,000	CDBG	$ 470,000
Design/Engineering	$ 450,000	Zone 2 Flood Control	$ 440,000
Construction	$6,335,186	Gas Tax	$ 482,500
Total	**$7,490,400**	**Total**	**$7,490,400**

STRATEGIC PLAN IMPACT:

Objective 3.3 - Improve fire response times
3.3.2. Construction of second fire station

Prepared by: Bob Williamson, Construction Manager
Joe Indrawan, City Engineer
Reviewed by: Michele Nissen, City Manager
John E. Cavanaugh, City Attorney

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.5

DATE: **JANUARY 11, 2017**

TO: **HONORABLE MAYOR AND COUNCIL MEMBERS**

FROM: **JOE INDRAWAN, CITY ENGINEER**

SUBJECT: **ACCEPTANCE AND QUITCLAIM OF STORM DRAIN EASEMENT FOR EASTVALE MDP LINE E-1, STAGE 2 – PM 36487 PARCELS 3 AND 4**

RECOMMENDATION: ADOPT A RESOLUTION ACCEPTING STORM DRAIN EASEMENT WITHIN PARCEL MAP 36487 AND QUITCLAIMING SUCH EASEMENT TO RIVERSIDE COUNTY FLOOD CONTROL & WATER CONSERVATION DISTRICT

BACKGROUND

Parcel Map 36487 developed by Tarpon Property Ownership 2 LLC was recorded in May 10, 2016. This industrial/commercial project located in the vicinity of, and tributary to the Cucamonga Creek Channel through a master planned storm drain line known as the "Eastvale MDP Line E-1, Stage 2" Storm Drain is now fully constructed.

DISCUSSION

Eastvale MDP Line E-1, Stage 2 Storm Drain is connected to the Cucamonga Creek Channel through a certain easement, which was dedicated to the City of Eastvale for the purpose of turning it over to the Riverside County Flood Control and Water Conservation District (District) for ownership and maintenance, but has not yet been accepted in compliance with the District policy. Now that the improvements are complete and have been inspected by the District, the easement is ready to be turned over. The process requires the City to accept the easement and subsequently quitclaim it to the District.

The easements are located within Parcel 3 and 4 of Parcel Map 36487, as depicted on Exhibit A and identified as parcels 2324-502 through 2324-506 inclusive.

A resolution has been prepared to accept and quitclaim such easement. Upon adopting this resolution, the City is required to execute the attached Quitclaim Deed, which has been reviewed and approved by the City Attorney - to complete the process for the transfer of rights.

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FISCAL IMPACT

Upon completion of the process, operation and maintenance of Eastvale MDP Line E-1, Stage 2 Storm Drain system over 36" in diameter will be the responsibility of the District, while the City will be responsible for the operation and maintenance of the system with diameter of 36" or smaller.

STRATEGIC IMPACT PLAN

Not Applicable.

ATTACHMENTS:

1. Exhibit 'A'
2. Resolution 17-XX
3. Quitclaim Deed-Eastvale MDP Line E-1, Stage 2 (Lot 3 and 4 of PM 36487)

Prepared by: Joe Indrawan, City Engineer
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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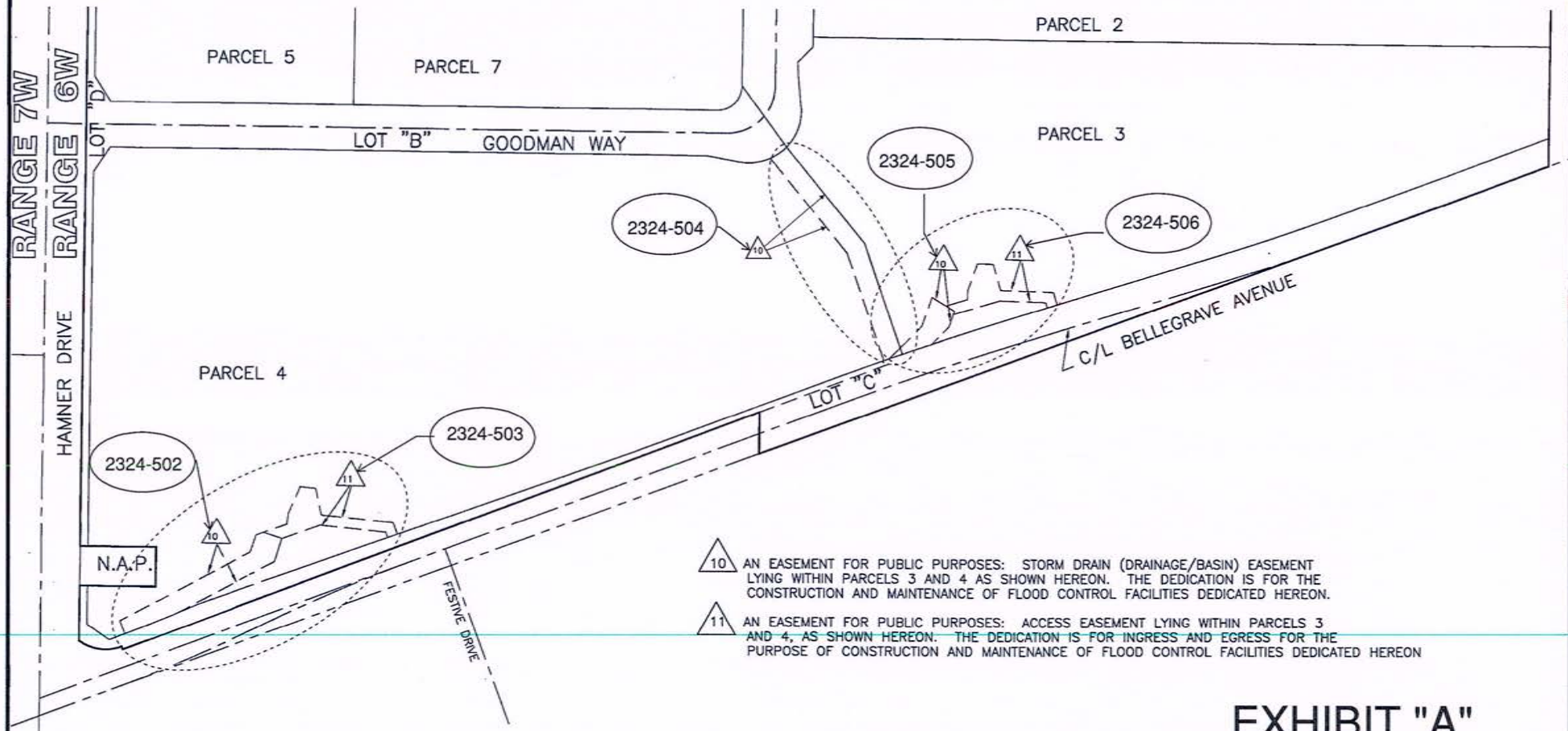
IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

PARCEL MAP NO. 36487

MB 240 PG 36-42



10 AN EASEMENT FOR PUBLIC PURPOSES: STORM DRAIN (DRAINAGE/BASIN) EASEMENT LYING WITHIN PARCELS 3 AND 4 AS SHOWN HEREON. THE DEDICATION IS FOR THE CONSTRUCTION AND MAINTENANCE OF FLOOD CONTROL FACILITIES DEDICATED HEREON.

11 AN EASEMENT FOR PUBLIC PURPOSES: ACCESS EASEMENT LYING WITHIN PARCELS 3 AND 4, AS SHOWN HEREON. THE DEDICATION IS FOR INGRESS AND EGRESS FOR THE PURPOSE OF CONSTRUCTION AND MAINTENANCE OF FLOOD CONTROL FACILITIES DEDICATED HEREON

EXHIBIT "A"

Attachment 2

RESOLUTION NO. 17-XX

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EASTVALE ACCEPTING AND QUITCLAIMING OF STORM DRAIN EASEMENT RELATED TO EASTVALE MDP LINE E-1, STAGE 2, TO THE RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT

WHEREAS Tarpon Property Ownership 2 LLC proposed a development of Parcel Map 36487 which included, in part, the construction of Eastvale MDP Line E-1, Stage 2, and its related laterals; and

WHEREAS in May 10, 2016 the City Council of the City of Eastvale approved the final map for Parcel Map 36487 and did not accept the storm drain easement where the Eastvale MDP Line E-1, Stage 2, and its related laterals were to be constructed; and

WHEREAS Parcel Map 36487 is located within the City of Eastvale; and

WHEREAS the Riverside County Flood Control and Water Conservation District (District) establishes and maintains the storm drain facilities within the City of Eastvale upon completion of the improvements; and

WHEREAS Tarpon Property Ownership 2 LLC has completed the storm drain improvements and the District is ready to accept the improvements; and

WHEREAS the District has requested the City accept and subsequently quitclaim the storm drain easement within Tract 36487 in favor of the District to provide access for construction, reconstruction, and maintenance of their storm drain facilities;

THEREFORE BE IT RESOLVED AND ORDERED that the City Council of the City of Eastvale

1. Accept and Quitclaim to the Riverside County Flood Control and Water Conservation District the storm drain easement on Parcels 3 and 4 of Parcel map 36487, more specifically described as the Storm Drain Easement.
2. Authorize the City Manager to sign the Quitclaim Deed attached to this Resolution.
3. The City Clerk shall cause a certified copy of this Resolution, be recorded. The acceptance and quitclaim shall be effective when the City Clerk records the Resolution with the County Recorder.

PASSED, APPROVED AND ADOPTED this 11th day of January, 2017.

_____

Joe Tessari, Mayor

Attest:

_____

Steven D. Aguilar, Assistant City Clerk

Approved as to form:

_____

John E. Cavanaugh, City Attorney

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Steven D. Aguilar, Assistant City Clerk of the City Council of the City of Eastvale, California, do hereby certify that the foregoing City Council Resolution, No. 17-XX, was duly adopted by the City Council of the City of Eastvale, California, at a regular meeting thereof held on the 11th day of January, 2017, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

Steven D. Aguilar, Assistant City Clerk

Recorded at request of, and return to:
Riverside County Flood Control and
Water Conservation District
1995 Market Street
Riverside, California 92501

NO FEE (GOV. CODE 6103)

SPACE ABOVE THIS LINE FOR RECORDER'S USE

Eastvale MDP Line E-1, Stage 2
Project No. 2-0-00324-02
Parcel Map 36487

The undersigned grantor(s) declare(s)
DOCUMENTARY TRANSFER TAX $ NONE

QUITCLAIM DEED

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, the CITY OF EASTVALE, does hereby remise, release, and forever quitclaim to RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT, a body politic, all right, title and interest in and to the easements, situated in the city of Eastvale, County of Riverside, State of California, described as:

The easement described as **Storm Drain (Drainage/Basin) Easement** for construction and maintenance of flood control facilities on **Parcel 4** of Parcel Map 36487, recorded in Parcel Map Book 240, Pages 36 through 42 inclusive, records of the Recorder's Office, Riverside County, State of California, as shown on Exhibit "A", attached for reference purposes only, to be referred hereafter as RCFC Parcel No. 2324-502.

Assessor Parcel No. 160-020-047

The easement described as **Access Easement** for ingress and egress for the purpose of construction and maintenance of flood control facilities on **Parcel 4** of Parcel Map 36487, recorded in Parcel Map Book 240, Pages 36 through 42 inclusive, records of the Recorder's Office, Riverside County, State of California, and per Certificate of Correction recorded on November 15, 2016 per Instrument No. 2016-0512439, referenced hereafter as RCFC Parcel No. 2324-503 and as shown on Exhibit "A", attached for reference purposes only.

Assessor Parcel No. 160-020-047

The easement described as **Storm Drain (Drainage/Basin) Easement** for construction and maintenance of flood control facilities on **Parcel 4** of Parcel Map 36487, recorded in Parcel Map Book 240, Pages 36 through 42 inclusive, records of the Recorder's Office, Riverside County, State of California, as shown on Exhibit "A", attached for reference purposes only, to be referred hereafter as RCFC Parcel No. 2324-504.

Assessor Parcel No. 160-020-047 and 160-020-046

The easement described as **Storm Drain (Drainage/Basin) Easement** for construction and maintenance of flood control facilities on **Parcel 3** of Parcel Map 36487, recorded in Parcel Map Book 240, Pages 36 through 42 inclusive, records of the Recorder's Office, Riverside County, State of California, as shown on Exhibit "A", attached for reference purposes only, to be referred hereafter as RCFC Parcel No. 2324-505.

Assessor Parcel No. 160-020-046

The easement described as **Access Easement** for ingress and egress for the purpose of construction and maintenance of flood control facilities on **Parcel 3** of Parcel Map 36487, recorded in Parcel Map Book 240, Pages 36 through 42 inclusive, records of the Recorder's Office, Riverside County, State of California, as shown on Exhibit "A", attached for reference purposes only, to be referred hereafter as RCFC Parcel No. 2324-506.

Assessor Parcel No. 160-020-046

CITY OF EASTVALE:

Date _____

By: _____
MICHELE NISSEN, City Manager

ATTESTS:

STEVEN AGUILAR,
Clerk to the City of Eastvale

By: _____
City Clerk

(SEAL)

CERTIFICATE OF ACCEPTANCE

This is to certify that the interest in real property conveyed by the Quitclaim Deed, dated _____ from the CITY OF EASEVALE to RIVERSIDE COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT is hereby accepted by the undersigned officer pursuant to authority conferred by resolution of the Board of Supervisors of said District adopted on May 12, 1961, and the grantee consents to the recordation thereof by its duly authorized officer.

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

Date_____

By: _____
JASON E. UHLEY
General Manager-Chief Engineer

Project: Eastvale MDP Line E-1, Stage 2
Project No. 2-0-00324-02
APN 160-020-046 and 047
RCFC Parcel Nos. 2324-502, 503, 504, 505, 506

CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.6

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: STEVEN AGUILAR, ASSISTANT CITY CLERK

SUBJECT: PUBLIC SAFETY COMMISSION APPOINTMENT

RECOMMENDATION:

1. **COUNCIL MEMBER PLOTT TO SELECT A MEMBER TO THE PUBLIC SAFETY COMMISSION**
2. **ADMINISTER THE OATH OF OFFICE TO INCOMING COMMISSIONER**

BACKGROUND

Under Section 2.18.020 of the City's Municipal Code, each Public Safety Commissioner shall serve a term of two (2) years. During the City Council's reorganization each December, each Council Member may choose to reaffirm their appointment, appoint a new member, or direct staff to advertise for a vacancy. Each term of the Commissioner shall coincide with the City's regular general election date. If a vacancy occurs otherwise than by expiration of a term, it shall be filled by appointment for the unexpired portion of the term by the individual Council Member who made the appointment to the seat which is vacant.

DISCUSSION

The Public Safety Commission is a five- member commission, was created to utilize the rich talent pool of experienced citizens to provide recommendations on Public Safety issues such as Traffic issues, Neighborhood Watch, Emergency Preparedness, and Crime Prevention. These issues affect the quality of life in Eastvale. The Public Safety Commission functions as an advisory board to the City Council.

Council Member Plott has one (1) vacancy to fill on the Public Safety Commission. The City advertised for the position on the City's website, and received a total of eight (8) applications.

FISCAL IMPACT

The stipend for Commissioners is $50 per meeting and included in the Fiscal Year 16/17 budget.

STRATEGIC PLAN IMPACT

Not Applicable.

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.6

ATTACHMENT

None.

Prepared by: Steven Aguilar, Assistant City Clerk
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.7

DATE: JANUARY 11, 2017

TO: HONORABLE MAYOR AND COUNCILMEMBERS

FROM: STEVEN AGUILAR, ASSISTANT CITY CLERK

SUBJECT: PLANNING COMMISSION APPOINTMENT

RECOMMENDATION:

1. **COUNCIL MEMBER PLOTT TO SELECT A MEMBER TO THE PLANNING COMMISSION**
2. **ADMINISTER THE OATH OF OFFICE TO THE INCOMING COMMISSIONER**

BACKGROUND

Under Section 2.18.020 of the City's Municipal Code, each Planning Commissioner shall serve a term of two (2) years. During the City Council's reorganization each December, each Council Member may choose to reaffirm their appointment, appoint a new member, or direct staff to advertise for a vacancy. Each term shall coincide with the City's regular general election date. If a vacancy occurs otherwise than by expiration of a term, it shall be filled by appointment for the unexpired portion of the term by the individual Council Member who made the appointment to the seat which is vacant.

DISCUSSION

The Planning Commission is a five-member commission composed of residents appointed by the City Council. The Planning Commissioners term of service runs concurrent with the council member that appointed the commissioner. The commission advises the City Council on land use and development issues, taking input and making recommendations on the General Plan, zoning ordinance, design standards and related matters.

Council Member Plott has one (1) vacancy to fill on the Planning Commission. The City advertised for the position on the City's website, and received a total of eleven (11) applications.

FISCAL IMPACT

The stipend for Commissioners is $50 per meeting and included in the Fiscal Year 16/17 budget.

STRATEGIC PLAN IMPACT

Not Applicable.

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CITY OF EASTVALE
CITY COUNCIL STAFF REPORT

ITEM 9.7

ATTACHMENT

None.

Prepared by: Steven Aguilar, Assistant City Clerk
Reviewed by: John Cavanaugh, City Attorney
Reviewed by: Michele Nissen, City Manager

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