



CITY OF EASTVALE

GENERAL PLAN ADOPTED

JUNE 13, 2012



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CITY OF EASTVALE

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GENERAL PLAN

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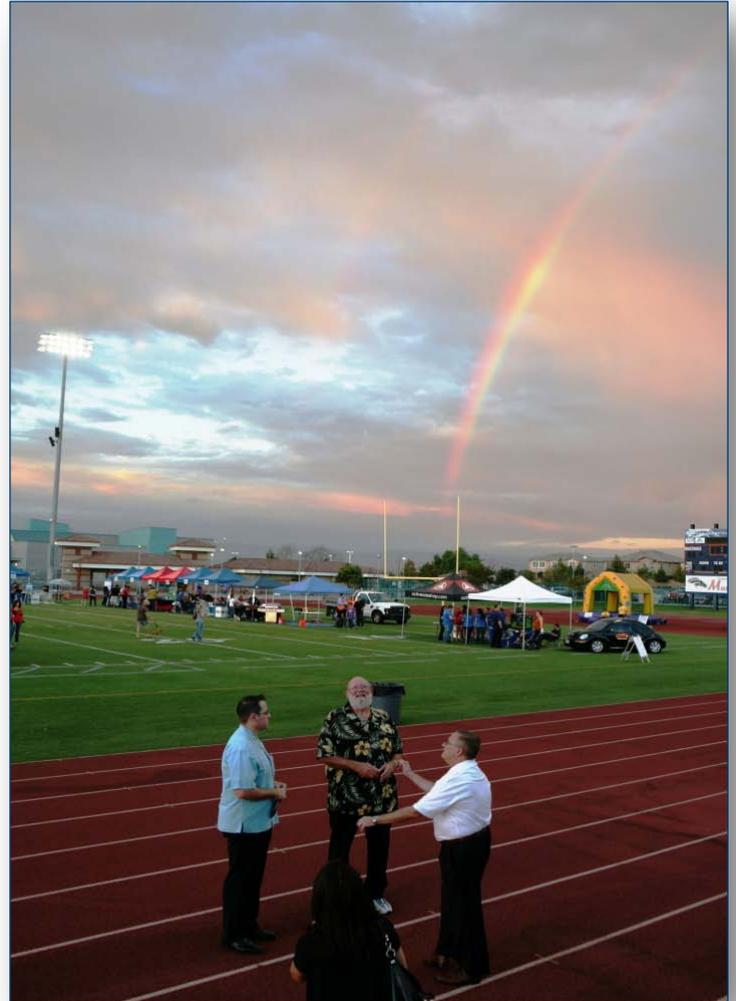
INTRODUCTION

The Eastvale General Plan expresses our community's vision of its long-term physical form and development. This General Plan is comprehensive in scope and represents the City's expression of quality of life and community values; it should include social and economic concerns as well. General plans are mandated by the State of California, which requires that each city and county prepare and adopt a comprehensive, long-term general plan for its jurisdiction and any adjacent related lands.¹

This General Plan serves as a basis for decision-making. It directs decision-makers, who must balance competing community objectives, which sometimes present trade-offs. This Introduction provides a brief overview of the Eastvale General Plan, the key ideas which are addressed in the City's policies, and ways of implementing this General Plan over time.

BACKGROUND

The City of Eastvale was incorporated on October 1, 2010. One of the first actions undertaken by the City was planning to develop its first General Plan. As preparation for this document began, the State of California passed Senate Bill 89, which took \$3 million in revenue away from the City to cover some of the State of California's current deficit as a result of a tough economic downturn. Despite the hardships imposed on the City, the Eastvale General Plan was still developed to give the City a guiding document that addresses local needs and concerns and reflects our goals for Eastvale.



On October 1, 2010, the citizens of Eastvale celebrated cityhood with a community party.

¹ This General Plan addresses Eastvale's city limits only; all adjoining lands are in other cities.

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This General Plan addresses all the state-required elements, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety, as well as the following additional topics:

- Design
- Economic Development
- Healthy Community
- Sustainability

This General Plan sets out a number of future planning goals, but due to the loss of revenues as mentioned previously, the City lacks the resources to complete these tasks at this time. Two key issues to be addressed in the future are:

- 1) **Land Use changes** – There are three specific areas that the City would like to develop a detailed plan for future development and revitalization. Embarking on this process will require additional funding that hasn't been identified at this time. *Please see the Land Use Chapter for more information.*
- 2) **Circulation changes** – The City would like to evaluate the different levels of service standards and take into account bicyclists, and pedestrians when determining the appropriate street widths. *Please see the Circulation and Infrastructure Chapter for more information.*

With these issues in mind, the City will work to implement these future projects as funding is available.

GUIDING PRINCIPLES

The City of Eastvale recognizes and acknowledges the ability of planning to protect the quality of life of residents, promote the success of the local economy, influence the appearance of the community, allow Eastvale to respond to changing economic circumstances, and the extent to which the city can help in statewide and national efforts to reduce energy consumption and greenhouse gas emissions. Thus, the Eastvale General Plan embodies several guiding principles.

- **Be proactive**, addressing important issues as early as possible, when the City's actions can have the most effect;
- **Think ahead**, working to identify important issues and to continually seek out the best practices of other cities and communities and implement them in a way that is meaningful to Eastvale;
- **Support Eastvale's transition** from a "building" mode to a "maintain and sustain" mode, while retaining its sense of community;

CHAPTER 1: INTRODUCTION



- **Embrace diversity** in all aspects of the city—its people, its housing, its economy—in recognition of the strength and flexibility it provides; and
- **Ensure the long-term viability of Eastvale** both from an economic standpoint and from the perspective of the built environment including infrastructure systems and resources such as land, water, air, and so forth that are critical to a healthy city.

COMMUNITY INVOLVEMENT IN THE GENERAL PLAN

The City of Eastvale conducted a public outreach process for the General Plan to gain an understanding of the needs, desires, and concerns of the community.

TYPES OF PUBLIC OUTREACH

General Plan Advisory Committee (GPAC) – The GPAC comprises 10 members. Seven of the members were Eastvale residents, and the three others were representatives from the building industry, the Eastvale Planning Commission, and the Eastvale Chamber of Commerce. The GPAC provided feedback on key issues, guiding principles, goals, and policies for the General Plan.

Social Media (Facebook and Twitter) – The City of Eastvale's residents rely heavily on the internet and social networking sites for information and community-building. The City recognized this and utilized Facebook and Twitter as part of its effort to reach out to citizens that otherwise wouldn't receive important information regarding the General Plan.

General Plan Website – The City set up a General Plan website (www.eastvalegeneralplan.com) that was used to inform residents of meeting and workshop dates and posted draft and final documents for public review.

Meetings with Stakeholders – The City identified stakeholder groups in the community with wide-ranging interests, and facilitated stakeholder group meetings to solicit input and ideas about key issues affecting the City.



The General Plan Advisory Committee held its first meeting on October 16, 2011.

CHAPTER 1: INTRODUCTION



Press Coverage – The City circulated press releases throughout the General Plan process to help distribute information about, and build interest in, the planning process.

Meetings and Public Hearings at the Planning Commission and City Council – The City held both Planning Commission and City Council meetings throughout the General Plan process. Meetings were held to introduce the General Plan and to seek comments from Eastvale residents, the Commission, and City Council.

A Planning Commission public hearing was held to provide recommendations to the City Council to certify the environmental impact report (EIR) and adopt the General Plan. The first City Council public hearing was held to provide an overview of the General Plan and EIR, inform the Council of the Planning Commission’s recommendations, and receive comments from the City Council and public. A final City Council public hearing was held to certify the EIR and adopt the General Plan.

ROLE OF THE GENERAL PLAN

The Eastvale General Plan is a broad framework for planning the future of the City of Eastvale. The General Plan is the official policy statement of the City for use by the Council to guide private and public development in the City, as well as the City’s own operations and decisions.

State law requires that the City’s ordinances regulating land use be consistent with the General Plan. The Zoning Code, individual project proposals, and other related plans and City ordinances must be consistent with the goals and policies in this General Plan. In addition, all capital improvements and public works projects must also be consistent with the General Plan.

Periodic review and possible amendment of the General Plan to adjust to changing conditions and priorities is required. This General Plan, while prepared with a time horizon of at least 20 years, is not unchangeable. As circumstances or the City’s desires change, this General Plan may be amended by the City Council following review by the Planning Commission. Under state law, no more than four amendments to the General Plan are allowed each year.

As noted earlier, this Plan sets the direction for future planning efforts, which will be completed as the City’s resources allow.

CHAPTER 1: INTRODUCTION



CHAPTERS OF THIS GENERAL PLAN

State law requires that General Plans address seven topics: Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. This General Plan covers all of these topics plus a few additional issues, which are organized in the following chapters:²

- **Community Vision** – Outlines the community’s aspirations for the future, and how these are addressed in the General Plan.
- **Land Use** – Ensures a balance of land uses through allocation of lands for housing, commercial development, industry, and community uses.
- **Circulation and Infrastructure** – Addresses transportation and travel-related issues for residents, including air and land transportation.
- **Design** – Establishes a basic level of design quality for new public and private development.
- **Economic Development** – Establishes long-term economic policies for the City.
- **Air Quality and Conservation** – Provides ways of helping balance the City's actions regarding land use, circulation and other issues with their potential effects on air quality and the conservation of energy, soils, water, and other resources.
- **Healthy Community** – Promotes a healthy living environment for all residents.
- **Housing** – Addresses housing needs for all economic groups in the community.
- **Noise** – Establishes standards for noise in the community, and ways of addressing noise sources.
- **Parks, Recreation, and Open Space** – Creates standards for parks and open space and supports existing and new park and recreation facilities.
- **Safety** – Ensures the City is equipped to maintain public safety and handle potential natural disasters
- **Sustainability** – Provides a framework to make responsible choices that would protect the viability of the community

² *Note to the Reader: General Plan chapters are often referred to as 'elements.' This General Plan uses the more common term, 'chapters.' The two terms are interchangeable.*

CHAPTER 1: INTRODUCTION



Together, these chapters provide the City’s goals and policies on a broad range of issues related to the future of Eastvale, its livability, and its desire to become a model for other communities.

PLANNING AREA

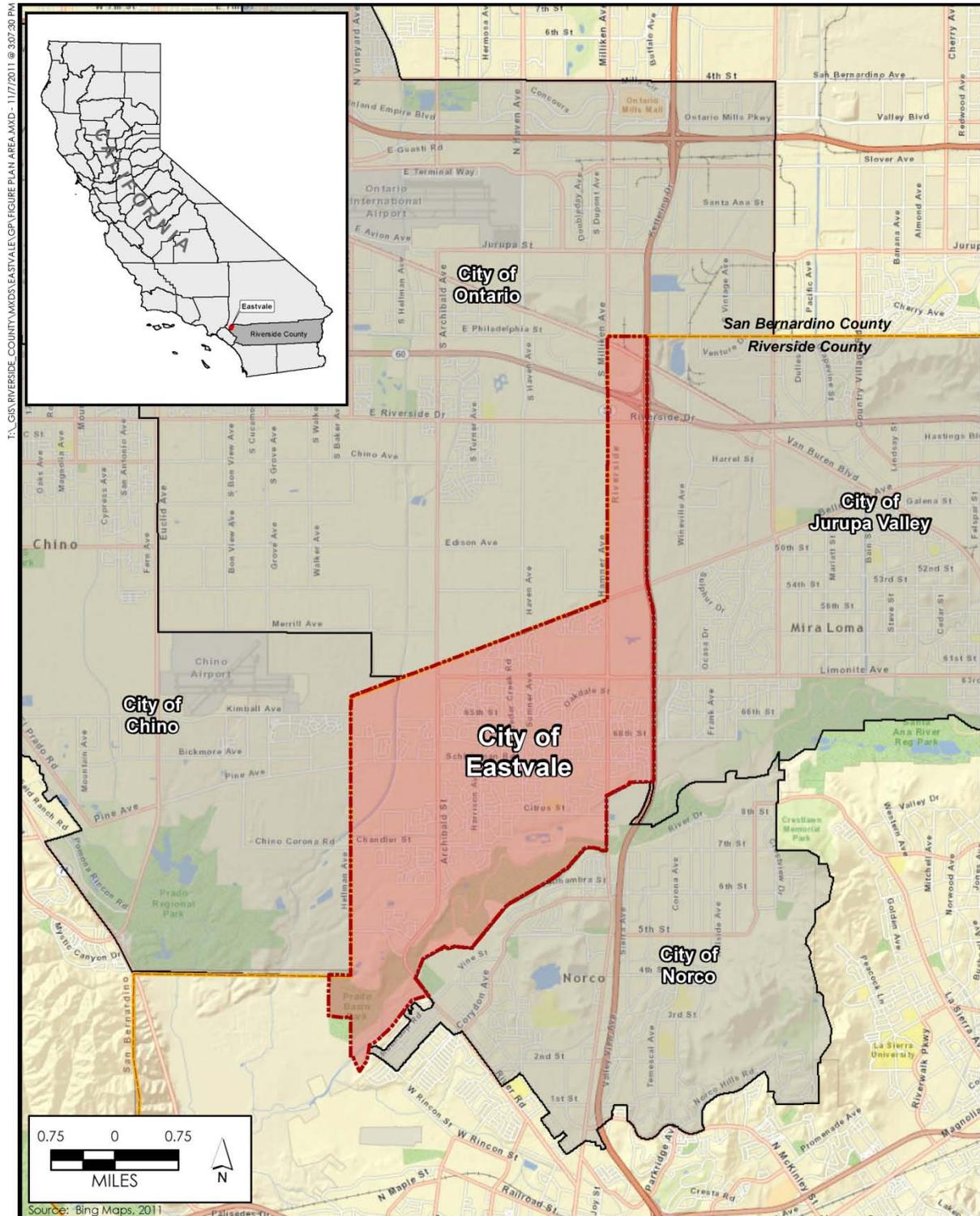
Eastvale is located in northwestern Riverside County, California, within the Inland Empire region of Southern California. Its boundaries extend from Hellman Avenue to the west (the San Bernardino county line), Philadelphia Avenue to the north (also the San Bernardino county line), the Santa Ana River and the City of Norco to the south, and Interstate 15 to the east. This “Planning Area” includes all land within the city limits (as shown in Figure 1-1 below).

In an effort to deal with regional issues, the City of Eastvale will continue to work with the cities of Chino, Corona, Jurupa Valley, Norco, and Ontario, as well as the counties of Riverside and San Bernardino.

CHAPTER 1: INTRODUCTION



FIGURE I-1: PLANNING AREA



CHAPTER 1: INTRODUCTION



USE AND INTERPRETATION OF THIS GENERAL PLAN

The General Plan is intended to be used by:

- The City Council and Planning Commission in decision-making;
- City staff in developing programs and projects;
- The development community in preparing development proposals; and
- Residents and citizens interested in the future of Eastvale.

When using this General Plan, the following basic rules should be kept in mind:

- Only those statements specifically listed as “Goal” are to be interpreted as stating the City’s goals.
- Only those statements specifically listed as “Policy” are statements of City policy. Narrative descriptions and discussions not preceded by a Policy designation are provided for information and background only and to assist decision-makers with the interpretation of policies.
- This General Plan’s focus is on identifying issues important to Eastvale, and the goals and policies the City will follow to address them. For this reason, this General Plan does not contain the type of extensive and detailed background information contained in some General Plans. This information, while helpful, can change over time, making the General Plan out of date; for this reason, this Plan points the reader in the direction of resources which are more up to date and accurate.

Goals, Policies, and Actions

This General Plan uses the following basic conventions for goals, policies, and actions:

Goals are a statement of a target, an ambition, or an end state toward which the City is working. Goals do not say *how* their target will be achieved—that is the purpose of policies and actions.

Policies provide guidance on City’s approach to an issue and help define how the City will respond to various issues. Policies may be used to express the City’s preference on an issue (e.g., “*The City discourages ...*” or “*The City encourages ...*”). Policies can also include standards, such as those included in this General Plan for roadway congestion, parkland, noise, and other issues. In some cases, policies may be hard-and-fast rules (e.g., “*The City shall ...*”); in others, they may provide more general guidance.

Actions are specific things that the City will do to implement the goals and policies in this General Plan. In some cases, actions refer to a one-time plan or project (such as the adoption of a change to the Zoning Code); in others, the action is ongoing and will occur over a period of years (or longer).

CHAPTER 1: INTRODUCTION



AMENDMENTS TO THIS GENERAL PLAN

Recognizing the need for the General Plan to remain up to date and reflective of local issues and policies, state law allows the City to amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of the community. The State's General Plan Guidelines note:

The General Plan is a dynamic document because it is based on community values and an understanding of existing and projected conditions and needs, all of which continually change. Local governments should plan for change by establishing formal procedures for regularly monitoring, reviewing, and amending the General Plan.

Periodic revision of the Housing Chapter is required by state law, but there is no required regular update for any other portion of the General Plan.

Amendments to this General Plan may be initiated by the City, property owners, developers, and residents.

IMPLEMENTING THIS GENERAL PLAN

While this General Plan seeks to guide Eastvale's growth and decision-making, it is not intended to answer every question which will be faced by the City over the lifetime of the Plan. This General Plan is not a step-by-step guidebook for its own implementation; instead, it will rely on the diligence, ingenuity, and hard work of Eastvale's elected officials, residents, and staff to find ways to apply its policies to situations which could be unpredictable and new.

ZONING CODE

The City of Eastvale Zoning Code is a key implementation tool for the General Plan. Many of the goals, policies, and actions in this General Plan are achieved through zoning, which regulates public and private development. The City is responsible for ensuring that the Zoning Code and this General Plan are in conformity. In most instances, this consistency will mean that land is designated in the General Plan and zoned for similar uses with similar development standards (i.e., similar densities and minimum parcel sizes). Where zoning and General Plan land use designations are not identical, policies of this General Plan should be consulted carefully for guidance in amending the Zoning Code to be consistent with the General Plan.

While the Zoning Code tends to be the most useful implementation tool, other documents are also used, including the Municipal Code, Specific Plans for existing and future planning areas, City ordinances, and citywide programs.

CHAPTER 2: EASTVALE ISSUES



A VISION FOR EASTVALE

This General Plan is based on the community's vision for the future, which includes:

- A thriving, attractive community which remains a desirable place to live and work—as much so in the future as it is today.
- A City government which leads in the region in the areas of innovation, fiscal responsibility, customer service, and cost efficiency.
- A community which provides the essentials of daily life—housing, work, recreation, education, etc.—for families of all types and income levels.
- A City government which identifies issues ahead of time and puts in place policies and programs before *issues* become *crises*.



This General Plan looks to the future and seeks to ensure that Eastvale remains a premiere place to live and work.

On March 23, 2011, the Eastvale City Council and Planning Commission met in a joint session to discuss the General Plan and create a list of issues which should be examined in this General Plan to ensure this vision is addressed. The process of creating Eastvale-specific goals and policies to create the Eastvale General Plan was done with these issues in mind.

MAJOR ISSUES

The basic issues which the Council and Commission wanted addressed in the General Plan include:

- Transitioning From a “Building” Mode to a “Maintain and Sustain” Mode—Although the date on which the “buildout” of Eastvale (the date on which the final piece of vacant land is developed) will occur cannot be accurately estimated, it will likely occur within the 20-year time frame of this General Plan. At that time, Eastvale will no longer be a community of newly built homes and commercial centers. Rather, the land use pattern will be set, and the City's operations will change from overseeing the planning and construction of new development to the maintenance or rebuilding of what has been built.

CHAPTER 2: EASTVALE ISSUES



- Maintaining the City’s Viability and Desirability Over Time—Ensuring that Eastvale’s neighborhoods, retail centers, and industrial areas remain desirable and viable. This is closely related to the “Transition” issue above, and addresses the need to plan ahead for the issues that will emerge as the city’s homes, roadways, and businesses age over time.
- Addressing Issues of Health and Wellness—Creating facilities and programs to help Eastvale’s residents live healthy, active lives. Most observers of the state of America’s health in recent years have seen significant issues caused by a relatively sedentary lifestyle and the widespread availability of high-calorie foods: growing epidemics of obesity, diabetes, and other related health problems. As the nation ages (another trend known to be occurring), Eastvale will face issues created by an older population which needs more support for health and daily living.
- Maintaining the City’s Built Environment and Economic Systems Over Time—Planning ahead for the time when Eastvale’s economy can no longer rely on the expansion of commercial areas and when the infrastructure (roads, water and sewer lines, etc.), homes, and businesses built during the “boom years” age and reach the time when major investments for maintenance or replacement occur (which in Eastvale will happen over a relatively short time corresponding to the relatively short time during which the community was built).

Under these major, overarching issues are the following, more specific issues, which are addressed in the chapters of this General Plan.

LAND USE

- Creating a mix of land uses that meets the needs of Eastvale’s residents, including a wider variety of housing choices that respond to demographic changes (e.g., an aging population)—*This is addressed in part in this General Plan and in part by future planning efforts foreseen in the Land Use Chapter.*
- Examining planned land uses on major opportunity sites—*This is addressed in the Land Use Chapter of this Plan.*
- Seeking opportunities for additional City revenues through the creation of job- and revenue-generating land uses—*This is addressed in the Economic Development and Land Use chapters of this Plan, in part through future planning efforts.*
- Focused look at land uses in the north-of-Chandler area—*This is addressed as a future planning effort in the Land Use Chapter of this Plan.*

CHAPTER 2: EASTVALE ISSUES



- Additional locations for multi-family housing—*Because this Plan does not make any changes to the Land Use Map in place at the time of incorporation, this will occur as part of future updates to the General Plan proposed by either the City or private landowners.*
- Examine potential short- or long-term changes in land use within neighborhoods (at a written policy level), including the adaptive reuse of existing housing stock in response to changes in demographics and the housing market—*This is addressed in various policies in the Land Use and other chapters; specific actions will be developed in the future as part of the ongoing process of reviewing and updating this Plan.*
- Determine the need for and potential general locations of civic facilities, including a civic center (city hall, police station, etc.)—*This is addressed in the Land Use Chapter.*
- Consider establishing policies in support of form-based zoning, possibly in focused areas of Eastvale—*This is not specifically addressed in this Plan, but may be included in future updates when the City has more resources to apply to this effort.*

CIRCULATION

- Examine “connectivity” to better link the city’s neighborhoods—*This is addressed in the Circulation and Infrastructure, Design, Land Use, and other chapters of this Plan.*
- Re-examine the City’s level of service policies to understand the tradeoffs of cost and efficiency—*This is addressed in the Circulation and Infrastructure Chapter as a future planning item.*
- Seek out opportunities to use streets for multiple uses (“Complete Streets” policies)—*This is addressed in the Circulation and Infrastructure Chapter.*
- Conceptual plan of on- and off-street bicycle lanes/routes and multi-use trails—*This is addressed as a future planning effort in the Circulation and Infrastructure Chapter.*
- Address issues related to freight and goods movement (including traffic, safety, and wear and tear)—*This is addressed in the Circulation and Infrastructure Chapter.*

CHAPTER 2: EASTVALE ISSUES



HOUSING

- Address the City’s requirements to provide opportunities for affordable housing—*This is addressed in the Housing Chapter.*
- Prepare for creation of the City’s first Housing Element (Chapter)—*The City’s first Housing Element (Chapter) has been prepared with this General Plan.*
- Examine long-term issues related to maintaining sound housing stock—*This is addressed in the Housing Chapter.*
- Examine impacts of the housing downturn and how to address them—*This is addressed in the Housing Chapter.*

CONSERVATION

- Address issues of energy conservation in both the City’s operations and private commercial and residential development—*This is addressed in the Air Quality and Conservation Chapter.*
- Policies related to “low-impact” or “green” development—*This is addressed in the Air Quality and Conservation Chapter.*
- Include goals, policies, and objectives to help create more sustainable and energy-efficient development of all kinds, including incentives to accommodate future energy-conserving measures in new buildings—*This is addressed in the Air Quality and Conservation Chapter.*
- Examine state-mandated issues related to greenhouse gases and climate change (per Assembly Bill 32¹)—*This is addressed in the Air Quality and Conservation Chapter.*

¹ Please see the Air Quality and Conservation Chapter for more information on AB 32 and these issues.

CHAPTER 2: EASTVALE ISSUES



SAFETY

- Address issues related to known hazards: flooding, seismic, freeways/truck traffic, Chino Airport—*This is addressed in the Safety Chapter.*
- Examine “safe routes” to encourage children to walk or bike to school—*This is addressed in the Circulation and Infrastructure Chapter.*
- Include policies/standards for police and fire protection—*This is addressed in the Safety Chapter.*

ECONOMICS

- Address economic issues in the city—*This Plan includes an Economic Development Chapter.*
- Establish long-term economic policies for the City (maintaining the City’s ability to provide high quality services to its residents)—*This is addressed in the Economic Development Chapter.*
- Examine issues related to long-term infrastructure maintenance needs—*This is addressed in the Circulation and Infrastructure Chapter.*
- Preparation of a market study to help define future land use options—*Due to budget constraints, this could not be accomplished with this General Plan and will be done as part of a future update.*

DESIGN

- Consider a Community Design Chapter that establishes a basic level of quality for new public and private development—*This General Plan includes a Design Chapter.*
- Examine design options for the city’s gateways (particularly from the I-15 freeway) and for the freeway edge—*This issue is addressed through general design policies in the Design Chapter.*

CHAPTER 2: EASTVALE ISSUES



HEALTHY COMMUNITY

- Address issues of community health and its interconnections to circulation, land use, safety, economics, etc.—
This General Plan includes a Healthy Community Chapter.

ARTS AND CULTURE

- Consider goals, policies, and objectives to create a thriving cultural scene—*This could not be accomplished with this General Plan, but these issues are addressed in the Healthy Community Chapter.*

INTRODUCTION

The Land Use Chapter is what is typically considered the “plan” for the City. It establishes the land use pattern for the community, defining areas of the city for housing, business, industry, open space, recreation, public, and other uses.

HISTORICAL DEVELOPMENT

A decade ago, the Eastvale area existed as part of the larger Chino Dairy area, a world-famous concentration of dairies that at its height contained some 400 dairies and thousands of dairy cows. The growth in Eastvale began at the time that the Chino dairy industry, following decades of existence, had begun to succumb to development pressure, due in part to a lack of affordable, developable land in adjacent areas. The cities of Chino and Ontario at the time (2000) had already announced plans for the development of tens of thousands of new homes and had begun annexing the dairies in San Bernardino County.



*The first East Vale School is shown in a historic photo.
The City of Eastvale's name traces its roots to this school.*

Eastvale, located in Riverside County, is part of the small portion of the former dairy area that was outside of San Bernardino County and therefore not subject to the long-term protection offered by the San Bernardino County Agricultural Preserve. Riverside County facilitated development of Eastvale with the adoption of the Eastvale Area Plan in 2003. A part of the Riverside County General Plan, the Eastvale Area Plan established the plan for land uses that is basically reflected in the development in place today.

With a land use plan in place and services provided by the Jurupa Community Services District (JCSD), the County, and other agencies, development of Eastvale went forward very quickly. With excellent freeway access to the job centers of the Inland Empire and of Orange County, homes and shopping areas were built as a rapid pace, aided in part by the housing boom of the first years of the 21st century. This rapid growth is reflected in the images below showing the transformation of the former dairies (left, in 1994) to the Eastvale of today.

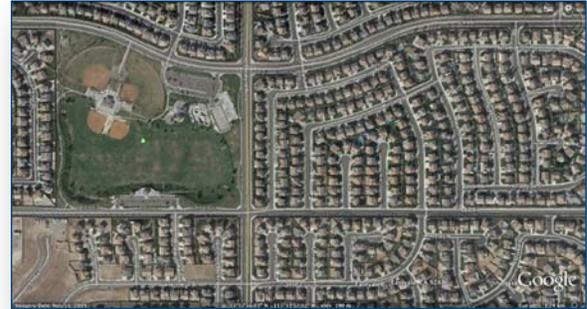
CHAPTER 3: LAND USE



Eastvale 1994: Dairies



Eastvale 2010: Neighborhoods



By the mid-2000s, Eastvale was rapidly maturing, with housing prices and sizes rising to meet the growing demand for upscale housing. The housing downturn that began in about 2006/2007 affected Eastvale and the region. By 2011, RealtyTrac.com showed Eastvale as a “High” for foreclosures, compared to communities nationwide. However, Eastvale today remains a bright spot in the local housing and commercial markets, with homes and stores under construction in many locations. Currently (2012), the city has a population of approximately 54,000.

INCORPORATION

The push for cityhood of the Eastvale area began in the mid 2000s, when much of what is now Eastvale had been built and at a time when several other Riverside County communities (Menifee, Wildomar, and Jurupa Valley) were seeking incorporation. The efforts of the Eastvale Incorporation Committee and other groups culminated in a vote of 65.8% in favor of incorporation on June 8, 2010. Eastvale became an incorporated city on October 1, 2010.

The first City Council’s philosophy is a direct reflection of the community-based support that created Eastvale. Public input and transparency in the City’s operations is a priority for the Council and was an integral part of the preparation of this General Plan.

FUTURE DEVELOPMENT

As of today, it is estimated that approximately 80–90% of the city’s residential areas have already been built. With even a modest rebound in the regional economy, buildout of Eastvale could easily occur in the next decade—certainly within the time frame that can be expected to be spanned by the first General Plan. Eastvale therefore finds itself approaching a change in emphasis from the construction of all-new homes and businesses to maintaining these uses and the systems that support them.

CHAPTER 3: LAND USE



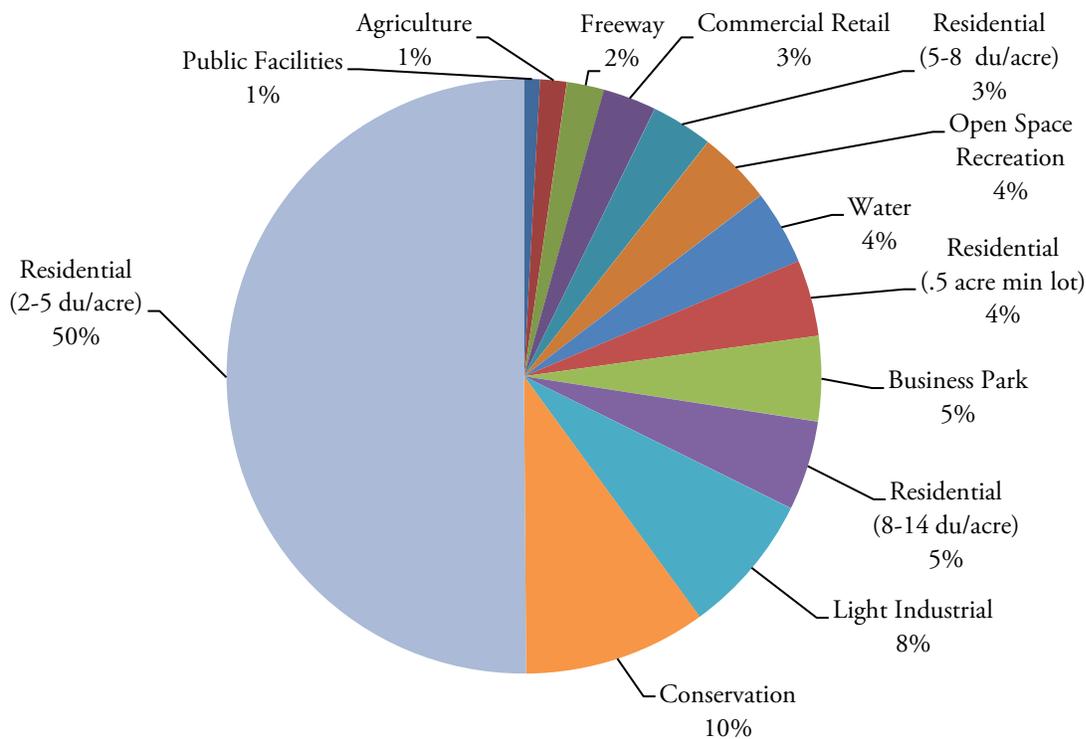
As this occurs, the City’s focus will shift from being primarily centered on the quality of new development to ensuring that the developed neighborhoods, retail centers, and industrial areas remain desirable and able to compete with other, newer neighborhoods in other cities. This will involve watching demographic and economic trends that will affect the types of homes that families will want to buy and live in (and whether they want to buy or rent), how they will want to shop, and what types of jobs are needed, and adjusting land use and other policies as needed.

This General Plan addresses this change and begins to chart a path to the future for Eastvale both, on a local and regional level.

EXISTING LAND USES

Existing (2011) land uses in the Planning Area are summarized in the chart below. This marks the “starting point” for the future growth of Eastvale.

FIGURE LU-1: EXISTING LAND USES (2011)



Source: County Assessor 2011

The US Census (2010) reported the following population and housing information for Eastvale:

Total Population:	53,668
Total Housing Units:	14,494
Occupied Housing Units:	94.1% (13,639)
Vacant Housing Units:	5.9% (855)

MAJOR ISSUES

ISSUES AFFECTING LAND USE PLANNING IN EASTVALE

This chapter addresses the following issues specific to Eastvale and its future:

- The transition that will likely occur during the lifetime of this plan from a growing city to an almost entirely built-out city which must focus not on the quality of new growth but on maintaining the neighborhoods, commercial areas, and industrial uses which have already been built
- Creating a mix of land uses that meets the needs of Eastvale’s residents, including a wider variety of housing choices to respond to demographic changes (e.g., an aging population)
- Seeking opportunities for additional City revenues through the creation of job- and revenue-generating land uses
- Focused look at land uses in the north-of-Chandler area
- Additional locations for multi-family housing
- Examine potential short- or long-term changes in land use within neighborhoods (at a written policy level), including the adaptive reuse of existing housing stock in response to changes in demographics and the housing market
- Determine the need for and potential general locations of civic facilities, including a civic center (city hall, police station, etc.)

As discussed in the Introduction to this General Plan, some of these issues are not resolved in this document. However, in the spirit of looking forward, they are raised and, where appropriate, this Plan envisions future work when the City’s budget and other priorities will allow.

FUTURE PLANNING EFFORTS

Among the future planning envisioned in this General Plan are focused planning efforts in two areas of Eastvale:

- The **Chandler Area**, named for the roadway that forms its southern boundary, is one of two areas of Eastvale that were already devoted to residential uses when the development of the community's new neighborhoods began in the late 1990s. The Chandler area contains a mix of uses that reflect the community's agricultural heritage, including homes, ag-related businesses, horse corrals, barns, etc. Reflecting the community's age—and the more relaxed planning standards of the time when the area developed—the Chandler area today contains many examples of homes in need of improvement as well as a variety of potentially incompatible land uses adjacent to each other. *(Photo to the right—Homes, trucking yards, and horse corrals coexist in the Chandler area.)*
- **Swan Lake**, a mobile home community originally founded in the 1960s as a senior-only housing development that existed for many years as an enclave of development in the midst of the dairies. Decades after its founding, Swan Lake became non-age-restricted, and today it provides relatively low-cost housing for hundreds of families (signs for Swan Lake advertise the availability of mobile homes for sale for about 1/20th the cost of a typical single-family home in Eastvale). Many of the housing units in Swan Lake are in need of repair, and there are many vacant spaces from which mobile homes have been removed and not replaced.
- The **Leal Property**, named for the site's owner, is an approximately 170-acre area at the northwest corner of Limonite and Hamner avenues. Once the site of an operating dairy and horse ranch, the Leal Property today is the home of Mr. Leal and his family and a few remaining dairy cattle and horses. Centrally located in Eastvale at the intersection of two major roadways and under a single ownership, the Leal Property represents a significant development opportunity.



LAND USE GOALS AND POLICIES

GOAL LU-1: Eastvale is a well-planned city which balances growth demands with resources and infrastructure to facilitate high-quality development.

GOAL LU-2: A balance of land uses that maintains and enhances the City’s fiscal viability, economic diversity, and environmental integrity and meets the needs of Eastvale’s residents.

GOAL LU-3: A wide variety of ownership and rental housing choices that respond to changes in demographics and homebuyer preferences.

GOAL LU-4: An improved Chandler Area that provides a better environment for residents and businesses through a comprehensive planning process.

GOAL LU-5: A “downtown” or “city center” for Eastvale containing a mix of civic, office, retail, and residential uses.

GOAL LU-6: Maintaining and improving the quality of Eastvale’s residential, commercial, and industrial areas over the lifetime of this General Plan.

GOAL LU-7: Land use patterns and transportation systems that encourage physical activity, promote healthy living, and reduce chronic illnesses.

POLICIES

Policies are provided below in the following topical areas:

- General and Administrative Policies (page 3-7)
- Basic Land Use Policies (page 3-14)
- Areas Identified for Future Planning (page 3-15)
- Policies Related to Maintaining a Quality Living Environment (page 3-17)
- Policies Related to Coordination of Land Use and Circulation Planning (page 3-18)
- Policies Related to Coordination of Land Use and Infrastructure Planning (page 3-18)

- Industrial Land Use Policies (page 3-19)
- Public Facilities Land Use Policies (page 3-19)
- Town Center Policies (page 3-20)
- Water Designation Policies (page 3-20)

GENERAL AND ADMINISTRATIVE POLICIES

POLICY LU-1: Figure LU-2, “Land Use Map,” depicts the land use policy of the City of Eastvale. The Land Use Map is an illustration of the City’s land use policy for all of the lands in the city. *Please see also Policy LU-4.*

POLICY LU-2: The Land Use Map’s designations are intended to generally follow parcel lines. Some parcels may be covered by more than one land use designation. In some cases, interpretation may be needed to determine the exact boundaries of a land use classification where parcel lines are unclear, have been moved, or have been deleted. The exact boundaries of a land use designation may be adjusted at the City’s discretion to reflect conditions on the ground, ownership boundaries, or other conditions. Minor changes of this type shall not be considered an amendment to this General Plan.

POLICY LU-3: Zoning in the city limits shall be consistent with the General Plan Land Use Map. Where multiple zoning districts may be compatible, the City shall apply the most-compatible district which best achieves the goals and policies of this General Plan.

POLICY LU-4: The following shall apply to the use and interpretation of the Land Use Map:

- The official Land Use Map shall be the printed, signed copy on file in the office of the City Clerk, including any adopted amendments.
- Electronic files used to create the map are not the official map.
- The official Land Use Map shall be printed for viewing and interpretation at a scale of one inch = 1,000 feet.

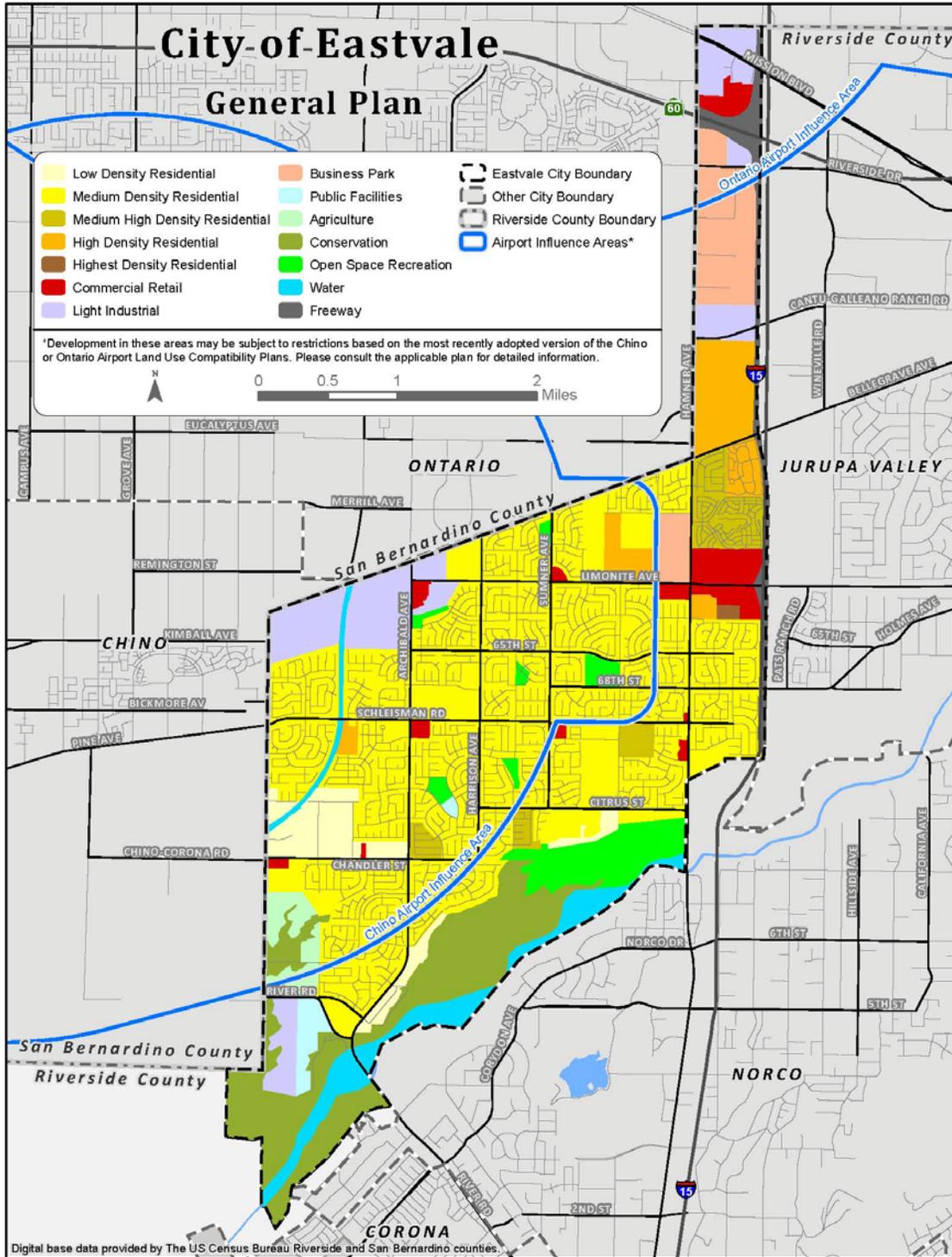
Questions regarding the location of land use designations shall be resolved by the City using the official Land Use Map or a printed copy at the scale specified above.

CHAPTER 3: LAND USE



CITY OF EASTVALE

FIGURE LU-2: LAND USE MAP



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POLICY LU-5: The Land Use Map does not constitute a guarantee that any particular property can be developed as shown on the map. A variety of constraints, including regulatory requirements, General Plan policies and other factors, will affect a site's development potential. The actual intensity of development approved for a site or project may be less than the potential maximum due to physical constraints and other requirements, and will be determined through the project approval process.

POLICY LU-6: Calculations of the potential intensity of development on any site shall be based on gross acreage. As noted in Policy LU-5, a variety of constraints may affect a site's development potential, including land required for right-of-way for collector and arterial streets shown on the Circulation Map; public parks (as defined in the Parks, Recreation, and Open Space Chapter); public facilities such as schools, fire stations, and police facilities; floodways or floodplains; protected biological habitats; location within an Airport Compatibility Zone; and other unique constraints applicable to the property as determined by the City.

POLICY LU-7: Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision.

Please see the Housing Chapter of this General Plan for information on density bonus provisions that may be applied.

POLICY LU-8: The following are the City's Land Use Designations. All references to acreage or acres, unless otherwise specified, pertain to gross acreage.

CHAPTER 3: LAND USE



TABLE LU-1: LAND USE DESIGNATIONS

Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2}	Description
Residential Land Use Categories		
Agriculture (AG)	Zero to 1 du/10 ac	<p>The Agriculture land use designation has been established to help conserve productive agricultural lands within the county. These include row crops, nurseries, citrus groves and vineyards, dairies, ranches, poultry and hog farms, and other agricultural-related uses. Areas designated for Agriculture generally lack an infrastructure that is supportive of urban development.</p> <p>General Uses: Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses.</p> <p>Residential density is permitted at one dwelling unit per parcel provided that the parcel is 10 acres in size or larger. An additional dwelling unit may be allowed for each additional 10 acres being farmed for use by the owner, operator, or employees, up to five total dwelling units per parcel. Additional dwellings for farm worker housing may be permitted.</p>
Low Density Residential (LDR)	1.1–2 du/1 ac	<p>The Low Density Residential land use designation provides for the development of detached single-family residential dwelling units and ancillary structures on large parcels. The density range is from 2 dwelling units per acre to 1 dwelling unit per acre, which allows a minimum lot size of one-half acre.</p> <p>General Uses: Single-family detached residences on large parcels of at least one-half acre in size. Limited agriculture and animal keeping.</p>
Medium Density Residential (MDR)	2.1–5 du/ac	<p>The Medium Density Residential land use designation provides for 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 for a lot size that typically ranges from 5,500 to 20,000 square feet.</p> <p>General Uses: Single-family detached and attached residences with a density range of 2.1 to 5 dwelling units per acre. Other uses, such as community centers, may also be permitted.</p> <p>Limited agriculture and animal keeping is permitted; however, intensive animal keeping is discouraged.</p> <p>Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.</p>

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Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2}	Description
Medium High Density Residential (MHDR)	5.1–8 du/ac	<p>The Medium High Density Residential land use designation provides for the development of small-lot, single-family residences. Typical allowable uses in this category include detached, small-lot single-family homes, patio homes, and townhouses. Clustered development is allowed in this category. The density range is 5.1 to 8.0 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.</p> <p>General Uses:</p> <p>Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre.</p> <p>Lot sizes range from 4,000 to 6,500 sq. ft.</p>
High Density Residential (HDR)	8.1–14 du/ac	<p>The High Density Residential land use designation allows for a variety of detached and attached housing types. Clustered development is allowed in this land use category. The density range is 8.1 to 14.0 dwelling units per acre.</p> <p>General Uses:</p> <p>Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, and zero lot line homes.</p>
Very High Density Residential (VHDR)	14.1–20 du/ac	<p>The Very High Density Residential land use designation allows for the development of a variety of housing types, with a density range of 14.1 to 20.0 dwelling units per acre.</p> <p>General Uses:</p> <p>Multi-family apartments, duplexes, and condominiums.</p>
Highest Density Residential (HHDR)	20.1–40 du/ac	<p>The Highest Density Residential land use designation allows for the development of multiple-family apartments, including multi-story (3+) structures, with a density range of 20.1 to 40.0 dwelling units per acre.</p> <p>General Uses:</p> <p>Multi-family dwellings, including apartments and condominiums.</p>
Commercial Land Use Categories		
Commercial Retail (CR)	0.20–0.35 FAR	<p>The Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses.</p>

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Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1,2}	Description
Visitor-Serving Commercial (VC)	0.20–0.35 FAR	The Visitor-Serving Commercial land use designation allows for commercial uses typically intended for visitors to Eastvale, including hotels, golf courses, and recreation/amusement facilities.
Commercial Office (CO)	0.35–1.0 FAR	The Commercial Office land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services.
Industrial and Business Park Land Use Categories		
Light Industrial (LI)	0.25–0.60 FAR	The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Accessory uses also include day-care, public meeting rooms, and other community-oriented facilities.
Heavy Industrial (HI)	0.15–0.50 FAR	The Heavy Industrial land use designation allows for intense industrial activities that may have significant impacts (noise, glare, odors) on surrounding uses.
Business Park (BP)	0.25–0.60 FAR	The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses. Accessory uses also include day-care, public meeting rooms, and other community-oriented facilities.
Public/Quasi Public Land Use Categories		
Public Facilities (PF)	0–0.60 FAR* *For civic uses. FAR will vary for other uses.	The Public Facilities land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric-generating stations and corridors, educational facilities, and maintenance yards.
Water (W)	N/A	The Water designation applies to natural, man-made, or altered stream channels and flood control channels. The purpose is to designate the existence of a water-course and ensure that any special policies associated with open space, flood control, or habitat protection are considered.
Open Space-Recreation (OS-R)	N/A	The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks.

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Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2}	Description
Conservation (C)	N/A	The Conservation designation calls for the protection of open space for natural hazard protection and natural and scenic resource preservation. Existing (2012) agriculture uses are allowed to remain.
Town Center (TC)	14.1–40 du/ac FAR varies	<p>The Town Center allows uses typically found in a traditional "downtown." The Town Center designation provides regional attractions and facilities in addition to those uses that serve local residents and workers.</p> <p>The land use emphasis for the Town Center is primarily retail and office uses. Typical commercial uses may include local and regional-serving uses such as restaurants, bookstores, specialty stores, mid-rise office complexes, business support services, medical services, day-care centers, and hotels. Appropriate public uses include those associated with a "downtown" core such as libraries, cultural facilities, community centers, sports and recreation facilities, theaters, plazas, and urban parks.</p> <p>Land uses in the Town Center designation include:</p> <ul style="list-style-type: none"> • Highest Density Residential; • Very High Density Residential in the core and core support areas; • Commercial Retail; • Commercial Office; • Visitor-Serving Commercial; • Public Facilities; and • Open Space-Recreation.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre. See Policy LU-6 for guidance on calculation of development potential.

2 The building intensity range noted is exclusive; that is, the range noted provides a minimum and maximum building intensity.

Note: Pursuant to state law, each land use designation that provides for residential development (other than caretakers= dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel.

BASIC LAND USE POLICIES

POLICY LU-9: The City will participate in regional efforts to address issues of mobility, transportation, traffic congestion, economic development, air and water quality, and watershed and habitat management with cities, local and regional agencies, stakeholders, and surrounding jurisdictions.

ACTION LU-9.1: Per Development Code Section 21675, the City will submit proposed amendments of this General Plan or any Specific Plan, adoption or approval of a Zoning Code, or building regulation within the planning boundary established by the Airport Land Use Commission to the Riverside County Airport Land Use Commission for review.

The City will consider the recommendations of the Commission when making decisions and should the commission determine that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified.

POLICY LU-10: The Land Use Map should provide land for a broad range of uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

Please see the Housing Chapter of this General Plan for additional goals and policies related to providing housing for all socioeconomic groups.

POLICY LU-11: Development should be located to capitalize on multimodal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

POLICY LU-12: The Land Use Map should provide for land use patterns which reduce the number and length of motor vehicle trips.

POLICY LU-13: The City will seek to prevent incompatible development in areas that are environmentally sensitive or subject to severe natural hazards.

POLICY LU-14: Clustering can be applied in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units per acre remains within the allowable density range associated with the designation.

POLICY LU-15: The City will encourage parcel consolidation or coordinated planning of adjacent parcels, through incentive programs and planning assistance.

POLICY LU-16: The City will allow mixed-use projects to develop in commercially designated areas in accordance with the guidelines of the Town Center land use designation and with special consideration of impacts to adjacent uses.

AREAS IDENTIFIED FOR FUTURE PLANNING

Note: Policies LU-17 to LU-19 describe future planning efforts. The uses described are not included on the Land Use Map, but may be added at a future date. These areas are shown in Figure LU-3.

POLICY LU-17: Chandler Area—In this area, the City supports master-planning in cooperation with landowners and residents to address the issues present in this area, including:

- Inadequate infrastructure
- Incompatible land uses
- Housing condition problems

Future land uses that should be considered include residential, commercial, office, and public (including parks). Actual planned uses will be determined based on the outcome of the planning process. The City has not definitively defined the boundaries of the area to be planned—these will be determined at a future date.

POLICY LU-18: Swan Lake—In this area, the City supports long-range planning that could identify potential new uses or the rehabilitation of the existing neighborhood, or a combination of these.

POLICY LU-19: Leal Property—In this area, the City supports the development of a mixed-use project in cooperation with the property owner/developer. Potential uses to be considered include:

- Retail
- Office
- Civic
- Hotel
- Multi-family residential
- Recreation/Entertainment

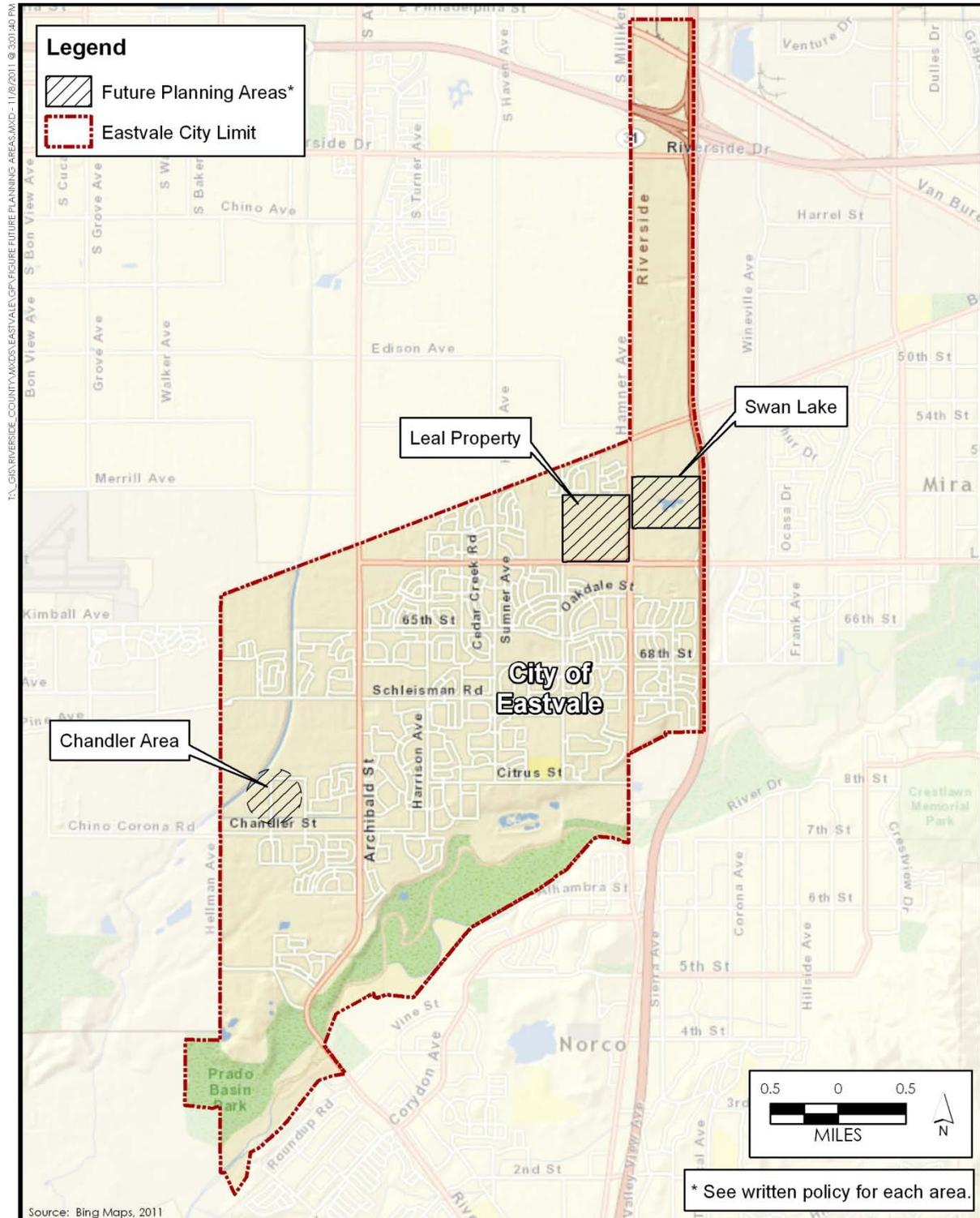
Actual planned land uses will be determined at a future date.

CHAPTER 3: LAND USE



CITY OF EASTVALE

FIGURE LU-3: FUTURE PLANNING AREAS



POLICIES RELATED TO MAINTAINING A QUALITY LIVING ENVIRONMENT

POLICY LU-20: The City will encourage property owners to maintain their property to a high standard of design, health, and safety.

ACTION LU-20.1: The City will provide proactive code enforcement activities.

ACTION LU-20.2: The City will promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance regulations and standards.

ACTION LU-20.3: The City will promote and support community and neighborhood-based efforts for the maintenance, upkeep, and renovation of buildings and property.

POLICY LU-21: Retain and enhance the integrity of existing residential, employment, and open space areas by protecting them from encroachment of land uses that would result in land use conflicts due to noise, noxious fumes, glare, and traffic.

POLICY LU-22: Require that commercial projects abutting residential properties protect the residential use from the nuisance impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards.

POLICY LU-23: Provide sufficient commercial and industrial development opportunities in order to increase local employment levels and reduce vehicle trips.

POLICY LU-24: The City supports the placement of community-oriented facilities, such as telecommuting centers, public meeting rooms, day-care facilities, and cultural uses, in Eastvale in locations compatible with surrounding uses and consistent with the goals and policies of this General Plan, and, if applicable, the criteria of the Chino Airport Land Use Compatibility Plan.

POLICY LU-25: Ensure adequate separation between pollution-producing activities and sensitive emission receptors, such as hospitals, residences, senior care facilities, and schools.

POLICY LU-26: Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses.

POLICY LU-27: The positive characteristics and unique features of the project site and surrounding community should be considered during the design and development process.

Additional policies related to this issue can be found in the Healthy Community Chapter of this General Plan.

POLICIES RELATED TO COORDINATION OF LAND USE AND CIRCULATION PLANNING

POLICY LU-28: The Land Use Map should provide for land use arrangements that reduce reliance on the automobile and improve opportunities for pedestrian, bicycle, neighborhood electric vehicle, and transit use in order to minimize congestion and air pollution.

POLICY LU-29: Employment and service uses should be located in areas that are easily accessible to existing or planned transportation facilities.

POLICY LU-30: Commercial uses should be located near transportation facilities and include facilities to promote the use of public transit (such as bus turnouts, bus shelters, etc.).

Please see the Circulation and Infrastructure Chapter of this General Plan for additional policies related to circulation planning.

POLICIES RELATED TO COORDINATION OF LAND USE AND INFRASTRUCTURE PLANNING

POLICY LU-31: The City will work with other agencies to coordinate development with supporting infrastructure and services, such as water and sewer service, libraries, parks and recreational facilities, transportation systems, and fire/police/medical services.

ACTION LU-31.1: Monitor the capacities of infrastructure systems and public services in coordination with service providers, utilities, and outside agencies.

CHAPTER 3: LAND USE



CITY OF EASTVALE

POLICY LU-32: Adequate and available circulation facilities, water supplies, and sewer facilities should be available to meet service demands as development occurs.

Please see the Circulation and Infrastructure Chapter for additional policies related to infrastructure systems.

INDUSTRIAL LAND USE POLICIES

POLICY LU-33: The City shall protect lands designated for industrial development from encroachment of incompatible or sensitive uses, such as residences or schools that could be adversely impacted by industrial activity.

POLICY LU-34: Industrial and business park uses should be located near transportation facilities and utilities, and near transit opportunities.

POLICY LU-35: The City will carefully review proposed industrial uses that use, store, produce, or transport hazardous materials or wastes, generate unacceptable levels of noise or air pollution, or result in other impacts.

PUBLIC FACILITIES LAND USE POLICIES

POLICY LU-36: The City shall require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light spillover, fumes, odors, vehicular traffic, parking, and operational hazards.

Note: Utility easements and linear rights-of-way are not depicted on the Land Use Map. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation. See Policy LU-6 for guidance on determining development potential.

TOWN CENTER POLICIES

- POLICY LU-37:** Areas designated as Town Center shall be planned and designed with a Specific Plan that complies with state and City requirements.
- POLICY LU-38:** Specific Plans adopted to implement Policy LU-37 shall include open space areas to provide visual relief from the urban environment, form linkages to other portions of the surrounding area, and/or serve as buffers, where necessary.
- POLICY LU-39:** The City encourages shared parking and reduced parking standards in Town Center developments.
- POLICY LU-40:** Development in the Town Center designation shall be designed to mitigate potential conflicts between uses, considering such issues as noise, lighting, security, trash, and truck and automobile access.

WATER DESIGNATION POLICIES

- POLICY LU-41:** The City shall require that proposed projects on properties containing the Water designation be reviewed for compliance with habitat, endangered species, flood control, and applicable regulations and standards.

CHAPTER 4: CIRCULATION AND INFRASTRUCTURE



INTRODUCTION

Access to property is essential. And while the primary mode of transportation for most people remains the automobile, design of streets to include options to the automobile would improve travel and circulation, along with reducing noise and air pollution. This Circulation and Infrastructure Chapter provides an outline of existing and planned roadways, as well as alternatives to the use of private vehicles. This “multimodal” approach ensures that all types of transportation are considered and that the City can meet the circulation needs of development accordingly.



In addition to planning for different modes of transportation, the physical design of streets will provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. This approach reflects a complete view of the street and an understanding that streets often have different primary users, depending on the adjacent land use. Regardless, a public street needs to ensure access to bicycles and pedestrians as well as automobiles and trucks. The design of future streets will need to include consideration of all forms of transportation and not just cars and trucks.

The city’s transportation network connects to other parts of Riverside and San Bernardino County and extends well beyond the city’s borders. Recreational travel and freight movement through the city require a flexible roadway system capable of meeting a wide range of needs. Not only must the transportation system accommodate the traffic that is generated by homes and businesses here, it also must accommodate regional traffic that passes through Eastvale.

Eastvale’s major roadways are very wide, the result of County policies in place at the time they were built. It may be possible to use some of this paving for family-friendly trails and improved landscaping.

Multimodal refers to the movement of people and goods using more than one mode of transportation. The Circulation and Infrastructure Chapter focuses on meeting the needs for safe and convenient travel through four modes of transportation: vehicles, transit, bicycles, and pedestrians.

CHAPTER 4: CIRCULATION AND INFRASTRUCTURE



INTENT

The intent of the Circulation Plan is to establish a transportation system that is safe, achievable, efficient, environmentally and financially sound, accessible, and coordinated with the demands created by development under the Land Use Map. Ideally, the transportation system will allow residents to choose from a variety of transportation options and keep the number of vehicle miles traveled to a minimum. By reducing vehicle miles traveled, residents will save on gas and vehicle maintenance while also helping reduce air pollution and other environmental impacts.

CIRCULATION PLAN

The Circulation Plan shown in Figure C-1 illustrates the various roadway “designations” for the City of Eastvale. Roadway designations are based on the amount of vehicle traffic anticipated on each roadway segment. Wider roadways with more travel lanes are expected to accommodate higher traffic volumes while narrow roadways have less traffic. Planning for future roadways and intersections is important, as the City needs to obtain the necessary rights-of-way for roadway and intersection improvements during the development process. It is also important to inform adjacent landowners of the needed roadway and expected traffic so that they can make decisions about future land development.

Eastvale’s roadways generally consist of local roads, secondary and major collectors, arterials and urban arterials as shown in Table C-1 and Figure C-1. An arterial roadway would be expected to have 4–6 travel lanes, a raised center median, dedicated turn lanes, and parking lanes on both sides. These roadways are typically used to provide access to employment and retail centers, although they may traverse residential areas. Collector roads are typically 1–3 travel lanes, and while roads may have center medians and parking lanes, the design may vary depending on circumstances. Collector roadways are designed to lead traffic to arterial roadways. Local roadways are used to provide direct access to residential lots and less intense development. Local roads typically have only one travel lane in each direction, with parking and sidewalks. Most of the roadways in Eastvale are local roadways which direct traffic to collectors and arterials. Table C-1 shows street classification, right of way width and typical number of lanes for collectors and urban arterial roadways in Eastvale.

Peak Hour: Typically a peak hour is used to judge the ability of the roadway system to handle “rush hour” traffic (when the highest traffic volume occurs). In this chapter, peak hour is actually several hours: 7–9 AM and 4–6 PM on a normal weekday. Traffic studies will often use one or the other peak hour periods to evaluate the roadway system.

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LEVEL OF SERVICE

Increase in the amount of traffic throughout the city may not necessarily be as a result of city growth. Regional traffic, and growth in other communities, may affect traffic on Eastvale’s roadways. The capacity of a transportation system is referred to as the level of service (LOS) and is generally defined as a ratio of traffic volume to roadway capacity. While it is customary to refer to a level of service using an alphabetic reference A–F, the inevitable comparison to school grades is not accurate. From a purely transportation standpoint, a roadway with a level of service of D is a roadway used to its design capacity. This Plan sets a standard of level of service C for roadways, but allows flexibility in the standard to accommodate different transportation methods and existing development in some areas. Table C-1 shows the amount of traffic associated with roadway types at different levels of service.

The level of service standard favors the automobile, which may improve the quality of the drive, but does not recognize other forms of transportation such as bus, rail, bicycle, and walking. These alternatives are important because roadways cannot readily be widened without removing existing businesses and homes. There may also be instances where the *existing* level of service is below the stated threshold, yet the community wants to proceed with the development.

TABLE C-1: ROADWAY CLASSIFICATIONS AND MAXIMUM AVERAGE DAILY TRAFFIC VOLUMES AT LEVELS OF SERVICE C THROUGH E¹

Roadway Classification	Number of Lanes	Minimum Right-of-Way Width Required*	Maximum Two-Way Traffic Volume (ADT) ⁽²⁾		
			Service Level C	Service Level D	Service Level E
Local Road	2	56 feet	varies	varies	varies
Secondary Collector	2	74 – 100 feet	10,400	11,700	13,000
Major Collector	2	100 – 118 feet	14,400	16,200	18,000
Arterial	4	128–152 feet	28,700	32,300	35,900
Urban Arterial	4	128–152 feet	28,700	32,300	35,900
Urban Arterial	6	128–152 feet	43,100	48,500	53,900

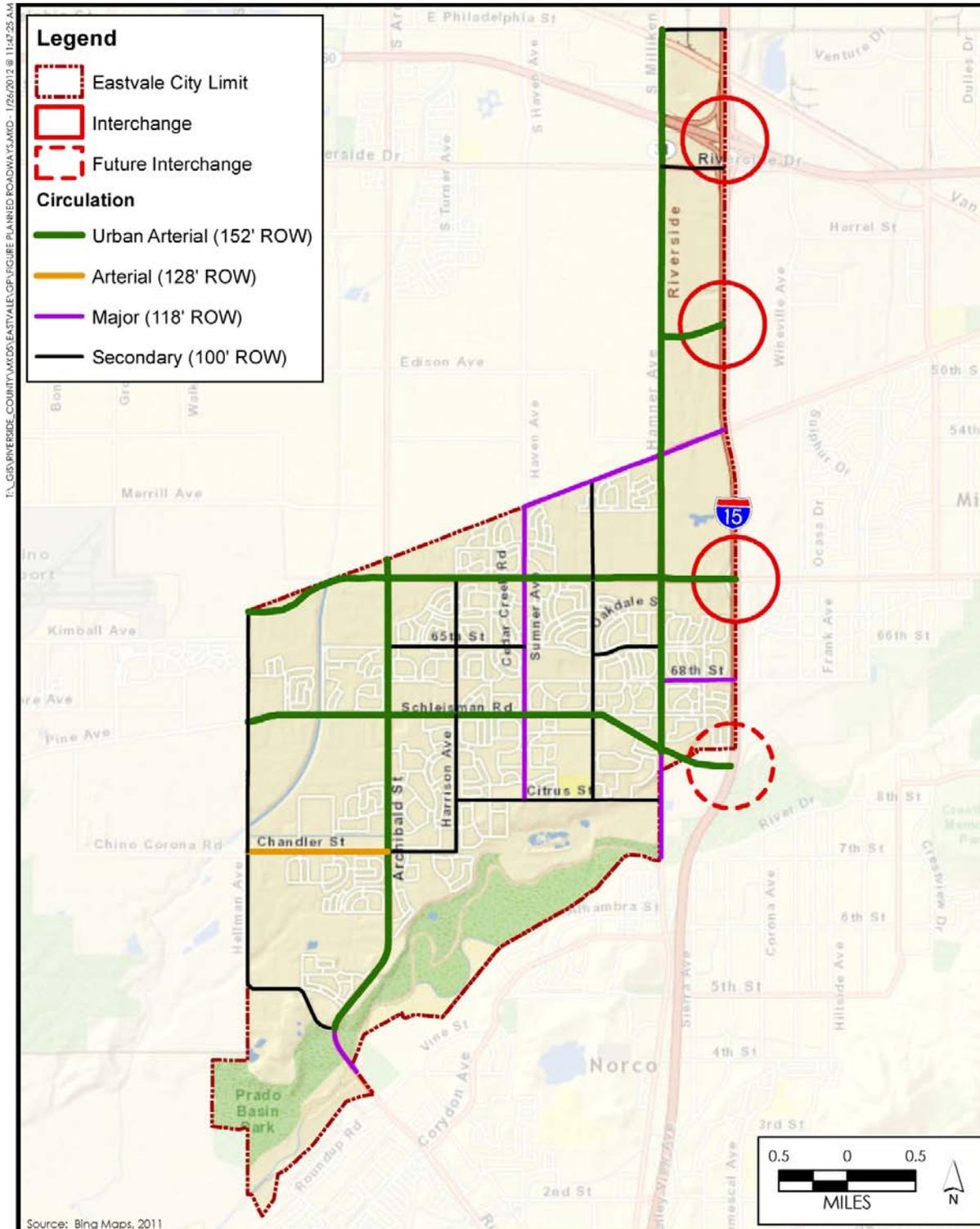
Notes:

- (1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.
- (2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.
- (3) Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignment are analyzed as arterials.

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FIGURE C-1: CIRCULATION PLAN



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NON-MOTORIZED TRANSPORTATION

Non-motorized transportation planning includes provisions for bicycle paths, sidewalks, trails, etc., as well as working to remove existing, and prevent the construction of new, impediments to these features. A well-planned and built trail system can provide for an improved quality of life for residents by providing a recreational amenity and by providing a viable alternative to the automobile. Ideally, this system would connect community centers, residential neighborhoods, recreational amenities, employment centers, shopping areas, and activity areas. Providing a safe user environment can encourage utilization of this system within commercial, office, and residential areas. Use of bike paths and trails within recreation and natural open-space areas can be encouraged through proper signage and publicity.

PEDESTRIAN

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other modes of travel and can make up a considerable portion of short-range trips made in the community. Where pedestrian facilities exist, people will be much more likely to make shorter trips by walking rather than by vehicle. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots. For the most part, sidewalks are installed in most urban environments in the city when the roadway frontage is developed. Because development occurs in stages, numerous gaps can occur in the sidewalk system in older developments and vacant lands. While these gaps may eventually be filled, the process can take many years. Other gaps in the system can arise as development occurs that neglects to accommodate existing planned or ad hoc trail systems.

BIKEWAYS

Eastvale does not have an independent system of bike paths, but is included as part of the County's bikeway circulation system. While the County plan has a variety of bike path and trail designations, only bicycle paths (lanes painted adjacent to the existing roadways) currently exist within the city.

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PUBLIC TRANSPORTATION SYSTEM

While the City of Eastvale does not operate a public transportation system, Riverside Transit Agency provides transit service to the City. As new roadways are constructed and existing roadways renovated, it will be important to ensure that the system is designed to accommodate future transit services.

INTER- AND INTRA-COUNTY/SUBREGIONAL SYSTEMS

The Riverside Transit Agency (RTA) operates fixed bus routes providing public transit service throughout a 2,500-square-mile area of western Riverside County. RTA's fixed routes have been designed to establish transportation connections between all cities and unincorporated communities in western Riverside County, including Eastvale. RTA currently operates full-size buses, mini-buses, vans, and trolleys. The system carries approximately 6.4 million passengers annually, which equates to approximately 18,000 passengers per day. RTA also provides service to San Bernardino and Orange counties.

LOCAL AVIATION FACILITIES

Chino Airport in San Bernardino County affects the western portion of the Eastvale planning area. The City will continue to work with the Riverside County Airport Land Use Commission to ensure that proposed development are consistent with the most recently adopted version of the Chino Airport Land Use Compatibility Plan.

GOODS MOVEMENT/DESIGNATED TRUCK ROUTES

The efficient movement of goods in and through the city is essential to continued economic success. Most of the city's roadways have been designed to accommodate truck traffic and can handle heavy trucks. As the community develops, there may be areas where trucks should not travel regularly, which would allow for narrower roadways and a reduced number and size of sound walls. Over time, the City may adopt primary truck routes on roadways designed and maintained specifically for heavier vehicles.

FREIGHT RAIL

Only a small portion of the northern area of the city has a rail line; however, the area is largely industrial, and additional spur-lines could be constructed if the need arises. In addition to providing rail service, railroad right-of-way is often used for other utilities such as oil and gas pipelines and fiber optic and power lines.

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MAJOR UTILITY CORRIDORS

The Circulation and Infrastructure Chapter not only addresses circulation issues related to transportation, it also ensures that there is adequate right-of-way or easements for existing and planned utilities. These include major conveyance lines for water, sewer, natural gas, and electricity transmission systems, which form a substantial network of corridors crossing the city and Riverside County. Most of the utility corridors in Eastvale are located along public roadway rights-of-way.

FUTURE PLANNING EFFORTS

While the roadway network of Eastvale is in excellent condition, the ability to move around without using an automobile can be improved. Many of the neighborhoods lack connectivity to sidewalks or major roadways, which makes the use of transit more difficult. Even the simple task of walking to school, shopping, or work can be made more difficult because of the lack of connectivity. As the City moves forward, the ability to retrofit trails and access into existing neighborhoods should be examined. The City may also examine connectivity to trails and paths on a more regional basis, allowing for more comprehensive implementation of the Riverside County trail system.

Eastvale's existing transportation network consists mainly of wide roadways with large travel lanes designed to accommodate heavy trucks. As the City moves forward, maintaining such a large amount of pavement may place a strain on city finances. Requiring new development to build to such a standard may also place the City at a competitive disadvantage in the region. Finally, the level of service standards currently only address the circulation needs of the automobile. A more complete standard would take into account land use patterns, pedestrian access, transit, and bicycle paths.

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CIRCULATION GOALS AND POLICIES

GOAL C-1: Provide a transportation system with sufficient flexibility in design and operation to respond to changes in concentrations of population and employment activities over time.

GOAL C-2: Design for and support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, urban arterial highways, bikeways, park-and-ride facilities, and pedestrian facilities.

GOAL C-3: Maximize the use of existing infrastructure and utilities to provide for the logical, timely, and economically efficient expansion and replacement of infrastructure and services.

GOAL C-4: Work with local, regional, state, and federal agencies to establish and maintain effective transportation and infrastructure systems.

POLICIES

Policies are provided below in the following topical areas:

- Circulation Plan (page 4-8)
- Non-Motorized Transportation (page 4-10)
- Public Transportation (page 4-11)
- Goods Movement (page 4-11)
- Major Utility Corridor (page 4-12)
- Future Planning Efforts (page 4-12)

CIRCULATION PLAN

POLICY C-1: Provide for new roadways in accordance with the Circulation Plan (Figure C-1).

POLICY C-2: New roadways within the Circulation Plan (Figure C-1) shall be consistent with Table C-1.

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- POLICY C-3:** The cumulative and indirect traffic impacts of development may be mitigated through the payment of impact mitigation fees.
- POLICY C-4:** Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes and utilities.
- ACTION C-4.1:** Ensure dedications are made during the land division and/or development process for all transportation right-of-way, including easements or areas needed outside the travel way. This includes areas needed for slope stability or drainage and drainage structures.
- POLICY C-5:** Provide all roadways located within identified flood areas with adequate flood control measures.
- POLICY C-6:** Support the Riverside County Transportation Commission (RCTC) on the development of the Short- and Long-Range Transit Plans.
- POLICY C-7:** Coordinate with Caltrans to identify and protect ultimate freeway rights-of-way, including those for exclusive use by transit and those necessary for interchange expansion.
- POLICY C-8:** Encourage the installation and use of HOV lanes on regional roadways and consider the use of HOV lanes when any widening project is undertaken on urban arterials.
- POLICY C-9:** Private developers are responsible for the construction of new streets and providing access to highways for developing commercial, industrial, and residential areas.
- POLICY C-10:** 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.
- POLICY C-11:** Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services.

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- POLICY C-12:** Limit access points, parking, turn lanes, and intersections of streets and highways based upon the road's classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.
- POLICY C-13:** Construct and improve traffic signals at appropriate intersections. Traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.
- POLICY C-14:** Continue to support the integration of Intelligent Transportation Systems (ITS) consistent with the principles and recommendations referenced in the Inland Empire ITS Strategic Plan as the transportation system is implemented.

NON-MOTORIZED TRANSPORTATION

- POLICY C-15:** Following the principles of complete streets, maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travel way is included in the design from building façade to building façade.
- POLICY C-16:** Pedestrian access shall be provided from developments to existing and future transit routes, park and ride lots, terminal facilities, etc.
- POLICY C-17:** All development located along planned trails shall provide access to the trails system. All developments shall allow for trails to pass their boundaries and shall provide connections to existing and proposed trails in Eastvale and adjacent jurisdictions.

ACTION C-17.1: Determine if trails, paths, and pedestrian access can be extended into existing neighborhoods to provide for connectivity to transit and pedestrian corridors.

ACTION C-17.2: Develop a multipurpose recreational trail network with support facilities which provide a linkage with regional facilities.

- POLICY C-18:** Collaborate with schools to ensure that schoolchildren have safe and adequate transportation routes available, such as pedestrian or bike paths, or local bus service.

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- POLICY C-19:** Require, where feasible, the construction of overpasses or undercrossings where trails intersect urban arterials or freeways.
- POLICY C-20:** Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted.
- POLICY C-21:** Coordinate with Caltrans, the Riverside County Transportation Commission, transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers.
- POLICY C-22:** Examine the use of public access utility easements for trail linkages to the regional trails system and/or other open space areas.
- POLICY C-23:** Work with property owners to address concerns about privacy, liability, security, and maintenance associated with abutting trails and paths.

Please see the Parks, Recreation, and Open Space Chapter of this General Plan for additional policies related to trails.

PUBLIC TRANSPORTATION

- POLICY C-24:** Support programs developed by transit agencies/operators to provide paratransit service.
- POLICY C-25:** Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., retail and employment centers).
- POLICY C-26:** Design the physical layout of urban arterials, major and secondary highways, and collectors to facilitate bus operations, including turnouts and shelters.

GOODS MOVEMENT

- POLICY C-27:** Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.

CHAPTER 4: CIRCULATION AND INFRASTRUCTURE



MAJOR UTILITY CORRIDOR

POLICY C-28: Promote and encourage efficient provisions of utilities such as water, wastewater, natural gas, and electricity that support the Land Use Map.

POLICY C-29: Locate new and relocated utilities underground when possible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.

FUTURE PLANNING EFFORTS

Policies C-30 and C-33 reflect efforts that the City will undertake at a future date as resources allow. These are not reflected on the Circulation Map or in adopted plans.

POLICY C-30: The City will seek to develop a comprehensive bike and trail plan that would connect existing neighborhoods, schools, and commercial and employment centers.

POLICY C-31: The City will evaluate its level of service and roadway width standards to determine if there is an ability to use narrower roadways and existing right-of-way to provide for pedestrian facilities, trails, bike lanes, and additional landscaping in medians and parkways. This may include establishing a comprehensive level of service threshold that includes non-motorized, transit, mixed use, and vehicle access.

POLICY C-32: The City will evaluate the circulation system and determine if a truck route and parking ordinance is appropriate.

POLICY C-33: The City will continue to work with service providers to plan and budget for replacement of major utilities.

Please see the Land Use Chapter for additional policies related to coordinating development with the capacity of infrastructure and public services.

INTRODUCTION

The way Eastvale looks and feels is a direct statement of the community's values and desires. Residents care about how their city looks and feels, and they want to live somewhere that they can take pride in calling home. The City also wants to make a positive impression with visitors, creating interesting places that people remember and want to revisit.

Responding to all of these desires, Eastvale has created this Design Chapter of the General Plan to ensure quality in the design of public and private development to create memorable and lively spaces throughout the community.

This Design Chapter provides policies and design concepts relating to the form and character of new private development and public improvements. This chapter includes policies and action items aimed at creating a city that has a strong sense of place.

Design is closely related to land use. The design of land uses, including the building blocks and smart growth concepts, directly relates to the quality design and character of the community. The Design Chapter is also linked to the Circulation and Infrastructure Chapter when it addresses streetscape design and pedestrian and bicycle environments and facilities.

While the Land Use Chapter describes the location and distribution of land uses within the city, the Design Chapter emphasizes how development should relate to the user, the appearance and character of development, and how it should function in the greater context of the community. The Design Chapter serves as the basis for the aesthetic regulation of public and private land and structures.



The policies in this chapter promote excellence in the design of all types of development projects.

The design of new development also has an impact on how scenic vistas, natural areas (such as the Santa Ana River), and other desirable views are seen and appreciated. Good design ensures that desirable views are maintained and enhanced.

To assist the reader, cross-references are provided to related goals and policies in other parts of this General Plan.

MAJOR ISSUES

This chapter addresses the following issues:

- Establishing a basic level of quality for new public and private development.
- Design issues for the city’s gateways (particularly from the I-15 freeway) and for the freeway edge.

The City takes pride in the development which began in the late 1990s and created the community of today, but recognizes that a continuing process of improvement and attention to design will be needed to keep Eastvale in its position as a desirable place to live that competes well with other cities and communities in the region.

URBAN DESIGN PRINCIPLES

“Urban design” refers to the image or character of the “built environment,” including public and private buildings, streetscapes, parks, and other features of the community. It considers the relationship between the location of uses and the visual appearance and character of the built environment with the ultimate goal of attaining a strong sense of place.

There is a set of basic aspects of urban design that have been found to be crucial to the creation of high-quality development of lasting value:

- Human-scale design
- Community focal points
- Edges
- Landmarks
- Holding corners
- Pedestrian orientation

The goals and policies in this Design Chapter address all of these issues and set out a path to achieve better design by implementing these ideas, which are described below.

Note: The following descriptions are not policy statements—please see the Design Goals and Policies section of this chapter for official goals and policies related to design.

HUMAN-SCALE DESIGN

People feel most comfortable and secure in environments that are designed at the scale of the individual. At a neighborhood level, this translates into shorter block lengths that are walkable and provide connections throughout a neighborhood. At a site or building design level, human-scale design involves the massing of buildings, articulation of building façades, organization of buildings on a site, landscaping of public and private areas, and use of color and materials.

Human-scale design also means avoiding or minimizing the use of soundwalls and cul-de-sacs in residential development and ensuring that future retail, office, and commercial development presents an attractive “face” to the street.

GATHERING PLACES

Gathering places are locations that serve as meeting places where people gather. Examples of gathering places include shopping areas, restaurants, plazas, parks, and community centers.

Eastvale’s many public parks are gathering points in public places; private facilities, such as restaurants or coffee houses, can also serve this function. The new JCSD Community Center at Schleisman and Harrison will be an important gathering place for events and meetings.

Gathering places are important components of a community because they provide a common location for people to meet, talk, shop, and play. They are locations to sit and relax, read, or converse.

EDGES

Two types of “edges” are important in the creation of a community’s character.

The first type helps to define space. This type of edge can be created by buildings, freeways, rivers, railroad rights-of-way, or a row of trees. They are usually, but not quite always, the boundary between two kinds of areas. These edges can have differing degrees of “permeability.” For example, an edge created by a wall would be considered impermeable. A building can create a semi-permeable edge with a feature such as a columned arcade, which allows people visual and physical access between the sidewalk area and the private property. Ensuring that buildings, trees, or other archi-

tectural features provide edges or definition to the street enhances the vitality and feeling of safety and security in urbanized areas.

The second type is the edge of the urban portion of a city. Cities are defined by their edges or (in many areas) by the lack of edges where cities blend together. The edge of a city can be “hard,” where there is an abrupt or clearly defined transition between urban and rural or undeveloped uses, or “soft,” where the transition between urban and rural is more gradual.

VISUAL LANDMARKS AND ENTRYWAYS



A visual landmark or entryway is an element by which people orient themselves and can help create a unique identity for an area. Examples of visual landmarks include water towers, statues, major works of public art, historic buildings, significant landscaping or landforms, and other easily identifiable features (such as the San Bernardino mountains and the tall signs at the Eastvale Gateway shopping center).

Entryway design treatments can include fountains, attractive signage, or natural features such as rows of trees.

Attractive entryways and visual landmarks that signal a sense of arrival to Eastvale and to one's neighborhood are important components that contribute to the city's character.

HOLDING CORNERS

“Holding corners” refers to the practice of placing development on sites located at the corner lots of intersections built close to or at the front lot line. This practice results in slightly different solutions in urban and suburban situations, but the intent is the same: to improve the appearance of roadways and their intersections.

In suburban communities such as Eastvale, buildings can also be used to hold corners, but with more landscaping than would be provided in, for instance, downtown Riverside. Buildings used in this way may have landscaped areas at the street, with parking located behind the buildings.

Strategically placing development on corner sites gives better definition to an intersection, which makes pedestrians feel less exposed to the adjacent traffic. Ensuring that buildings in Eastvale are designed to hold the corners of key intersections (such as Hamner and Limonite) will enhance the visual quality and the safety of the pedestrian environment.

PEDESTRIAN ORIENTATION

Designing places that are pedestrian-oriented rather than automobile-oriented contributes to creating a sense of place because it encourages people to use public spaces. Pedestrian orientation involves providing good physical connections between destinations and a mix of uses where possible, as well as a safe walking environment.

In terms of building design, pedestrian orientation can be achieved by orienting buildings to the street and providing pedestrian amenities such as awnings, benches, and attractive street lighting.

Increasing pedestrian orientation not only enhances the attractiveness and safety of an area, it also provides greater opportunities to some segments of the community that benefit from not having to depend on auto travel, such as senior citizens, people with disabilities, and children.

One challenge in increasing development that fosters pedestrian activity is to design places which are pedestrian-oriented while recognizing that the automobile will continue to play an important part in transportation modes.

DESIGN GOALS AND POLICIES

GOAL DE-1: High-quality urban design throughout Eastvale.

GOAL DE-2: Retain the sense of community in Eastvale and enhance the community's family-oriented character.

GOAL DE-3: Promote the use of public art and entryway treatments into the city and its neighborhoods.

GOAL DE-4: Provide and maintain attractive streetscapes in all areas of Eastvale.

GOAL DE-5: Create a walkable and bikeable community.

GOAL DE-6: Design neighborhoods to foster interaction among residents and be responsive to human scale.

GOAL DE-7: Preserve and enhance the character of existing residential neighborhoods.

GOAL DE-8: Establish an identifiable downtown that is the center of the city, with a vibrant, rich mix of uses that attracts residents, workers, and visitors.

GOAL DE-9: Encourage development that enhances the pedestrian environment and is aesthetically pleasing.

POLICIES

The goals, policies, and actions below provide a framework for growth and redevelopment for the city and are designed to maintain and develop Eastvale's character and identity. Policies in this chapter are grouped into the following general categories, although any of the policies may be applied to any situation if it applies.

- **General Design**—Basic policies that will typically apply to all types of development (page 5-7)
- **Design of Public Spaces**—Policies that apply to the design of public spaces in both public and private development (page 5-9)

- **Pedestrian/Bicycling/Walkability**—Policies that apply to the design of pedestrian and bicycling facilities in all types of development (page 5-10)
- **Residential Design**—Policies that address the design of neighborhoods and homes (page 5-12)
- **Non-Residential**—Policies that apply to commercial (retail), office, and industrial development (page 5-13)
- **Signage**—Policies related to signs of all types (page 5-15)

GENERAL DESIGN POLICIES

POLICY DE-1: The City of Eastvale will require that all new development is well-planned and of high quality. Design will be used to reinforce Eastvale’s image as a contemporary community with vibrant, livable neighborhoods and walkable pedestrian- and bicycle-oriented development.

POLICY DE-2: All new development shall adhere to the basic principles of high-quality urban design, architecture, and landscape architecture including, but not limited to, human-scaled design, pedestrian orientation, interconnectivity of street layout, and siting major buildings to hold corners and readily define entryways, gathering points, and landmarks.

ACTION DE-2.1: To provide additional guidance to developers and the public, consider adopting a set of comprehensive Design Guidelines to establish design standards and criteria for public and private development projects.

POLICY DE-3: Eastvale will strive to continuously improve the architectural quality of public and private projects. Developers proposing to rely on the use of “standard designs” or “corporate architecture” may be required to improve their designs as necessary to meet the City’s overall standards for quality.

POLICY DE-4: Site layout and building design shall take into consideration Eastvale’s climate by including trees, landscaping, and architectural elements to provide shade.

POLICY DE-5: New development shall be approved only if it is consistent with the design principles set forth in this Design Chapter and to any local, project-specific, or citywide design guidelines.¹

POLICY DE-6: The City of Eastvale will take a leadership role in promoting design excellence by requiring that all City-sponsored projects reflect the highest standards of design.

POLICY DE-7: All new development projects which require development plan approval shall establish landscape and façade maintenance programs for the first three years to ensure that streetscapes and landscape areas are installed and maintained as approved.

POLICY DE-8: In order to improve and protect the quality of neighborhoods and commercial districts, the City will enforce established building codes and community standards.

ACTION DE-8.1: Review and update building codes and inspection procedures, incorporating community maintenance standards and assistance programs as needed.

POLICY DE-9: Apply the following policies to areas where development is allowed and that contain natural slopes or significant elevation changes, regardless of land use designation:

- a) Development shall minimize alteration of the natural landforms and natural vegetation.
- b) Clustering should be used to increase the retention of slopes where appropriate.
- c) Development on or near slopes shall be designed to minimize the hazards from erosion and slope failures.
- d) Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development, when the need is identified in a soils and geology report which has been received and approved by the City.
- e) Grading shall be limited, with the intent of preserving natural topography and retaining slope stability.

¹ Note: This policy and many others will be implemented through the City's normal operations, including the application of requirements and processes contained in the Zoning Code, Building Code, and other City, state, and federal regulations. These are not shown as Action Items because their application is mandatory and part of the City's regular operations.

DESIGN OF PUBLIC SPACES

POLICY DE-10: Entryways to the city should provide a clear sense of arrival and set the tone for the overall design quality in Eastvale. The entry points shall be defined by the use of landscaping, trees, and/or architectural elements.

ACTION DE-10.1: Create and implement an Entryway Master Plan to identify the location of entry points, the design of entry statements, and their phasing and financing. The Entryway Master Plan should focus on major transportation corridors.

POLICY DE-11: Public art (statues, sculpture, fountains, and monuments) and other design features should be used to enliven the public realm in private development projects.

ACTION DE-11.1: Consider amending the Zoning Code to (1) define projects which will be required to provide public art, (2) provide clear standards for the provision of public art, and (3) establish a process for the review and approval of public art.

POLICY DE-12: Public art shall be a required component of all significant City projects, and in private development projects where public funding is applied.

POLICY DE-13: Except where site conditions make it infeasible, new commercial development shall be designed to front or have a presence along all street frontages. The intent of this policy is to enhance the pedestrian scale of new development and minimize the presence of parking, circulation, and loading areas as the primary visual features of development.

POLICY DE-14: Soundwalls or fences along streets other than urban arterials and major or secondary highways should be used only if no other feasible design solutions are available for reducing the impact of roadway noise on residential areas, consistent with this General Plan's policies regarding noise mitigation.

Please see the Noise Chapter of this General Plan for additional policies related to noise.

POLICY DE-15: Where soundwalls are used, they shall include design features that enhance visual interest and be landscaped in order to mitigate their impact on urban character and the pedestrian environment.

POLICY DE-16: The City will seek to reduce the unsightly appearance of overhead and aboveground utilities by placing them underground as new development occurs.

ACTION DE-16.1: To the extent feasible, new utility facilities, including electrical transformers, water backflow preventers, and similar items, should be located underground.

ACTION DE-16.2: Require that development on sites with existing overhead utilities be required to place these facilities underground where consistent with the guidelines of the electrical utility.

ACTION DE-16.3: As funding becomes available, the City will underground utilities in areas where development has already occurred.

PEDESTRIAN/BICYCLING/WALKABLE DESIGN POLICIES

POLICY DE-17: Public and private development of all kinds should create safe, inviting, and functional pedestrian and cyclist environments through a variety of techniques, including:

- Planting trees to provide shade on pedestrian paths, sidewalks, and walkways;
- Safe, separated pedestrian walkways;
- Safe, visible bicycle parking;
- Shaded walkways; and
- Wide sidewalks.

Please see the Circulation and Infrastructure Chapter of this General Plan for additional policies related to the concept of “Complete streets.”

POLICY DE-18: Site buildings along sidewalks, pedestrian areas, and bicycle routes and include amenities that encourage pedestrian activity.

CHAPTER 5: DESIGN



CITY OF EASTVALE

POLICY DE-19: Commercial developments should have public open space areas such as plazas, courtyards, expanded walkways, or other areas suitable for small gatherings. The facilities should be sized proportionate to the scale of the development.

ACTION DE-19.1: Amend the Zoning Code to include standards to implement Policy DE-19.

POLICY DE-20: To encourage pedestrian travel, sidewalks should be provided on both sides of the street in commercial and residential areas, and where appropriate in industrial areas.

POLICY DE-21: Non-residential building entrances shall provide easy, attractive accessibility to pedestrian walkways and pathways.

POLICY DE-22: Buildings shall include human-scale details such as windows facing the street, awnings, and architectural features that create a visually interesting pedestrian environment.

POLICY DE-23: Parking lots shall be landscaped (such as with shade trees) to create an attractive pedestrian environment and reduce the impact of heat islands.

POLICY DE-24: Safe and well-defined pedestrian connections from buildings to parking areas, from buildings to the adjoining street(s), and among buildings on the same site shall be provided. Pedestrian connections between commercial development and surrounding residential neighborhoods shall also be provided where feasible and desirable. Enhanced paving materials or other techniques shall be used to identify pedestrian connections.

POLICY DE-25: New development and public projects should create streetscape designs with themes that are oriented toward and inviting to pedestrians and cyclists.

Please see the Circulation and Infrastructure Chapter of this General Plan for additional policies related to roadways, walkability, and bicycling.

RESIDENTIAL DESIGN POLICIES

POLICY DE-26: Residential units/projects shall be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area.

POLICY DE-27: New development projects should be designed on a traditional or curvilinear grid street system. Cul-de-sacs may only be used within the grid so long as the objective of pedestrian and bicycle connectivity is achieved.

ACTION DE-27.1: Develop and adopt updated cul-de-sac standards defining maximum length, minimum width, etc.

POLICY DE-28: In residential developments, the exterior of buildings shall be varied and articulated to provide visual interest to the streetscape.

POLICY DE-29: The exterior of residential buildings shall reflect attention to detail as necessary to produce high architectural design and construction quality. Where side and/or rear exterior elevations of residential buildings are visible from any public street or right-of-way, they shall incorporate architectural treatments in keeping with the front (primary) elevation.

POLICY DE-30: The City encourages a variety of features such as front porches and verandas in all new residential development.

POLICY DE-31: Where multi-story housing units are proposed adjacent to existing or planned single-family residential homes, building elevations and the location of windows, balconies, and air conditioning units above the first story shall be designed to ensure visual compatibility and residential privacy.

POLICY DE-32: The City encourages the ongoing conservation, maintenance, and upgrading of existing neighborhoods through enforcement of property maintenance codes, requirements for high-quality infill development, programs for the rehabilitation of housing, and replacement of deteriorated structures and infrastructure.

ACTION DE-32.1: Consider adopting a vacant buildings ordinance to require continued maintenance and upkeep of vacant commercial structures.

POLICY DE-33: Require residential projects to be designed to maximize integration with, and safe connectivity to, nearby retail centers, parks, and other community features.

NON-RESIDENTIAL DESIGN POLICIES

POLICY DE-34: Non-residential developments shall be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area.

POLICY DE-35: Commercial, industrial, and public projects shall be designed to minimize the visibility of parked vehicles from public streets. Where possible, parking lots shall be located behind or on the side of buildings to reduce their visual impact.

POLICY DE-36: Heavy truck and vehicular access shall be designed to minimize potential impacts on adjacent properties.

POLICY DE-37: When more than one structure is on a commercial or other non-residential site, they should be linked visually through architectural style, colors and materials, signage, landscaping, design details such as light fixtures, and the use of arcades, trellises, or other open structures.

POLICY DE-38: Unarticulated, “boxy” structures shall be broken up by creating horizontal emphasis through the use of trim, varying surfaces, awnings, eaves, or other ornamentation and by using a combination of complementary colors.

POLICY DE-39: Buildings should feature outdoor use areas such as plazas and open air seating in cafes and restaurants wherever possible.

POLICY DE-40: Loading facilities for uses requiring delivery from large trucks shall be screened from public view and located away from residential uses, and their impacts should be appropriately mitigated.

POLICY DE-41: Design parking lots and structures to be functionally and visually integrated and connected.

- POLICY DE-42:** Parking lots shall be screened and separated into smaller units with landscaping or low walls.
- POLICY DE-43:** Parking for alternative modes of transportation, such as preferential parking for car-pool/vanpool, motorcycles or alternative fuel vehicles, and bicycles, should be incorporated into parking plans for major commercial development projects. Transit plazas may be required to be incorporated into significant projects.
- POLICY DE-44:** All outdoor storage areas shall be visually screened with attractive fencing/walls and landscaping.
- POLICY DE-45:** Development in industrial areas which are visible from public roadways and/or from adjacent properties shall incorporate high-quality design principles, including:
- Offices and enclosed structures oriented toward street frontages.
 - Building façades that provide visual interest.
 - Loading facilities and storage areas which are screened from public view along collectors and arterials.
 - Visually appealing fences and walls.
 - The use of landscaped buffers around parking lots and industrial structures.
- POLICY DE-46:** Where the use of security fencing, window barriers, or similar features is necessary to secure a building or site, these measures shall be incorporated into the visual/architectural design of the project and shall be complementary to surrounding uses. This policy is not intended to apply to security features which are not visible from public rights-of-way or adjacent properties.

SIGNAGE POLICIES

POLICY DE-47: Signs are used primarily to facilitate business identification, rather than the advertisement of goods and services. Sign size limits and locations shall be consistent with this policy.

ACTION DE-47.1: Amend the Zoning Code to conform with this policy, adjusting maximum sign sizes, heights, etc.

POLICY DE-48: Building signs shall be integrated into the overall design of buildings and complement the architecture. All signs shall be compatible with the building and site design relative to colors, materials, and placement.

ACTION DE-48.1: Require all commercial developments to provide a Master Sign Plan defining design, size, and location standards for all signs in the development.

POLICY DE-49: Non-residential developments shall include consistent and well-designed signage that is integrated with the architectural character of each building.

POLICY DE-50: Commercial signs shall be located on the same parcel or in the same project site as the use they identify.

POLICY DE-51: Temporary signs shall be allowed only for limited times consistent with their purpose and shall be properly maintained and removed by the owner as required by the City.

POLICY DE-52: With the exception of one Freeway Oriented Electronic Billboard, as defined by the Eastvale Zoning Code, Billboards are not permitted on I-15 in Eastvale.

INTRODUCTION

Most cities in California rely on new growth in the form of raw land development to pay for services. This model assumes that residents will spend money in town so that the City gets sales tax revenue, and purchase real estate regularly so that property taxes can reflect actual values rather than be limited to the prescribed annual increase. The model also assumes that the cost of providing other services remains current with actual costs.

The growth model for California cities turns every community into a competitor for retail sales and industry. However, most cities can only work from the sidelines to encourage economic development as they lack the resources to fund infrastructure, purchase land or provide incentives for economic development.

Along with other cities, Eastvale is a competitor for retail sales and industry, but cannot rely on the 'typical' growth model to make ends meet. Within the next few decades, most of the vacant land within the City will likely be fully developed. Growth for the City will take the form of investment in existing developed areas, remodeling, and expansion of existing businesses. To some extent, private redevelopment could occur, as demand for space results in a need to maximize the efficiency of land.

One of the goals of the City is to work to create a city center which can serve as a focal point for the community and encourage investment similar to a conventional downtown. The City is considering a mixed commercial, office and residential area that would help strengthen the sense of place for Eastvale. This emphasis on design and development is obvious in the City now, and its continuation will help encourage future investment. *(Note to the Reader: These topics are covered in more depth in the Land Use and Design chapters of this General Plan.)*



A healthy industry is a part of the healthy economy that Eastvale is seeking to provide and maintain. .

CHAPTER 6: ECONOMIC DEVELOPMENT



Fortunately, most of the City's infrastructure and, indeed, much of the city itself is relatively new, having been constructed in the last decade. The roads, sidewalks, water lines, wastewater and other utility systems date from the last ten or so years, and are in good condition. The only potential downside of this is that replacement of infrastructure may be needed simultaneously as the system ages at a constant pace. It is imperative that the City be active in planning for future system repair and replacement, as new growth will not be available to fund system 'expansion', and the availability of funding cannot be assured. A well maintained infrastructure is a key element supporting development and, in turn, economic growth. *(Note to the Reader: Please see the Circulation and Infrastructure Chapter of this Plan for more discussion of infrastructure issues.)*

The City will need to establish development requirements that truly reflect the needs of the City and are not simply similar to those elsewhere in the region. To be competitive the City will need to actively encourage appropriate development, ensure that development standards are reasonable, and encourage investment in the City. The City will also need to begin working on reinvestment in existing neighborhoods which may require unique zoning and other development standards. *(Note to the Reader: Please see the Land Use and Housing chapters for more discussion on this topic.)*

MARKET ANALYSIS

In order to encourage new investment in Eastvale, an accurate inventory of existing businesses and the identification of *gaps* in services or products is needed. A market analysis will also be useful in matching local opportunities with regional market needs. As the best form of economic development is to retain businesses and services already in the City, the baseline data provided by the market analysis will also help educate residents on what services are already available.

WORKFORCE

A ready workforce and engaged educational system are essential to new investment in Eastvale. Consistent with the business retention, expansion and attraction program, the City can work with the community college, high school, and other public and private educators to ensure adequate training to meet the needs of future businesses. The City can also assist companies in support of funding for workforce training. Finally, ensuring that there is adequate housing to meet workforce needs can help with existing business expansion and encourage new investment.

INFRASTRUCTURE

It is difficult to plan infrastructure to accommodate future non-residential development because their needs can vary so widely. The size of a building often bears no relation to the amount of water, wastewater treatment capacity or even power needed. A warehouse can be very large and require limited utilities, while a cheese manufacturer can be very small, but require more infrastructure. Regardless, the City must continue to work closely with the Jurupa

CHAPTER 6: ECONOMIC DEVELOPMENT



Community Services District to place high demand uses near available infrastructure and to provide advanced planning for areas that are not currently served. Recycled water is likely to be a resource for future industry, and the City will continue its support for the Jurupa Community Services District extension of recycled water into the community.

Mapping the capacity of local infrastructure would enable the City to provide information to prospective development and perhaps actively market the City to certain industries. This type of inventory is also useful in the analysis of proposed projects.

REVIEW OF REGULATIONS

Regulations and the regulatory process can serve as a disincentive to development. Without vigilance, it is easy for the regulatory process to become so cumbersome that it is a deterrent to investment. However, periodic review, renewal or removal of development requirements can ensure that they accurately reflect the needs of the City, while keeping pace with industry standards. Establishing a method for consideration and modification of development regulations and a forum to discuss the extent of the development review procedures will go a long way toward keeping unnecessary hurdles out of the development process.

ECONOMIC DEVELOPMENT GOALS AND POLICIES

GOAL ED-1: Support the retention of existing retail commercial and industrial establishments and encourage new commercial, manufacturing, and industrial development in the City.

GOAL ED-2: Promote economic growth within the City to provide employment opportunities and goods and services to local residents.

GOAL ED-3: Encourage new investment in the City of Eastvale.

POLICIES

Policies are provided below in the following topical areas:

- Market Analysis (page 6-4)
- Workforce (page 6-5)
- Infrastructure (page 6-6)
- Review of Regulations (page 6-6)

MARKET ANALYSIS

POLICY ED-1: The City will be proactive in retaining existing and seeking new businesses for Eastvale.

ACTION ED-1.1: Establish a proactive Business Retention, Expansion and Attraction program which:

- a. Includes a market analysis that identifies existing businesses in Eastvale and provides base data to determine existing and future needs.
- b. Identifies staff assignments and responsibilities for retaining and attracting new businesses.
- c. Identifies infrastructure or other physical constraints to expansion of existing businesses.
- d. Recommends specific types of businesses that the City can accommodate within existing infrastructure.

CHAPTER 6: ECONOMIC DEVELOPMENT



- e. Defines projects which may be appropriate for funding with grant monies.
- f. Provides tools to inform local businesses of resources and methods of expanding their businesses.

POLICY ED-2: In its business support activities, the City will pursue those businesses most compatible with the business retention, expansion and attraction program.

POLICY ED-3: The City will actively encourage and support the location of employment and revenue generating businesses that support the City's overall vision for its future.

POLICY ED-4: Consider the use of economic incentives and/or other direct benefits to businesses to encourage commercial and industrial enterprises in the City.

ACTION ED-4.1: Continue to pursue and leverage State and Federal funding options for economic development activities and infrastructure improvements that promote economic growth opportunities.

ACTION ED-4.2: Ensure that plans for economic incentives or direct benefits are linked to measureable performance metrics resulting in a positive outcome for the City consistent with the business retention, expansion and attraction program.

POLICY ED-5: Partner with willing commercial and industrial land owners to actively market and promote available locations for expansion of existing, or establishment of new, business in the City.

WORKFORCE

POLICY ED-6: Explore opportunities to partner with existing businesses in the City and region to provide expanded services and employment options.

POLICY ED-7: Maintain an ongoing relationship with public and private trade schools, learning centers, universities, colleges and the school districts and encourage their efforts to create programs to create and maintain a well-trained workforce.

INFRASTRUCTURE

POLICY ED-8: Evaluate and encourage the location of appropriate (federal, state and local) public and community facilities.

POLICY ED-9: Continue to seek opportunities to support upgrades to the City's utility and infrastructure systems to support new business opportunities.

Note to the Reader: Please see the Circulation and Infrastructure Chapter of this Plan for more goals and policies on this topic.

REVIEW OF REGULATIONS

POLICY ED-10: Provide and keep current an industrial and commercial land use inventory in the city.

POLICY ED-11: Periodically review the General Plan to ensure that there is an adequate mix of parcel sizes, zoning, and infrastructure to accommodate new development.

ACTION ED-11.1: Provide and keep current an industrial and commercial land use inventory in the city.

POLICY ED-12: Periodically review the General Plan, zoning code and other permit processing requirements to ensure that the City is not inadvertently limiting or delaying opportunities for new economic development.

POLICY ED-13: Pursue opportunities to revitalize, reuse or redevelop under-utilized property.

INTRODUCTION

This chapter provides the policy context for the City of Eastvale to achieve its vision for air quality, greenhouse gas reduction, and conservation.

AIR QUALITY

Air quality affects human health, the natural and built environments, the production and quality of agricultural crops, and the earth's climate. It is a major factor in defining the quality of life.



The Santa Ana River, which forms the southern boundary of Eastvale, is a major regional open space resource.

However, the City cannot control local or regional air quality on its own. Regional climate and weather, as well as local, nearby, and distant pollutant sources, affect air quality in Eastvale and the larger South Coast Air Basin. Although Riverside County, including Eastvale, generates the lowest emissions of any county in the South Coast Air Basin, air quality in the county is among the basin's worst due to onshore winds transporting vast amounts of pollutants from Los Angeles and Orange counties into the Inland Empire. At the same time, reducing pollution from local sources would improve air quality at downwind areas of the city.

It is the intent of this Air Quality and Conservation Chapter to provide background information on the physical and regulatory environment affecting air quality in the county and Eastvale.

CONSERVATION

Conservation addresses the protection of natural resources (such as air, water, soils and agriculture, and energy resources). By conserving resources, we prevent degradation of the environment through pollution or loss of productive capacity within our environment. Conservation plays a key role in the management of the natural resources that help define a city's identity, contribute to its economy, and improve its quality of life.

This chapter identifies goals and policies that are meant to balance the City's actions regarding land use, circulation, and other issues with their potential effects on air quality and conservation.

AIR QUALITY

Six criteria air pollutants (ozone, nitrogen dioxide, carbon monoxide, particulate matter, sulfur dioxide, and lead) have been established for every air basin in California. These are pollutants for which acceptable levels of exposure have been determined and for which ambient air quality standards have been set. Federal and state standards have been established for ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, and PM₁₀. Federal primary standards for air pollutants have been established to protect the public health, while secondary standards protect the public welfare by preventing impairment of visibility and damage to vegetation and property. State standards have also been established, which are generally more stringent than federal standards.

Air quality in the region that includes Eastvale has historically been cleaner than what local, state, or federal standards require, except for standard particulates. For up-to-date information on air quality in the Eastvale area, see the website of the South Coast Air Quality Management District (www.aqmd.gov).

MOBILE POLLUTION SOURCES

Mobile sources are divided into two categories:

- 1) On-road (generally motorized vehicles like automobiles, motorcycles, and trucks); and
- 2) Non-road sources (trains, boats, jet skis, and all-terrain vehicles).

Air Pollutants

Ozone is a product of chemical reactions between nitrogen oxides (NO_x) and reactive organic gases (ROG) in sunlight and heat. These ozone precursors are caused by automobile emissions and the evaporation of solvents, paints, and fuels.

Nitrogen dioxide is toxic by inhalation. Sources include internal combustion engines, thermal power stations and, to a lesser extent, pulp mills. Butane gas heaters and stoves are also minor sources.

Carbon monoxide inhibits the blood's ability to carry oxygen to body tissues including vital organs such as the heart and brain.

Particulate matter includes a wide range of solid and liquid particles, including smoke, dust, aerosols, and metallic oxides.

Sulfur dioxide results from the combustion of fuels containing sulfur or sulfurous chemicals, the combustion of hydrogen sulfide (H₂S) in flares, paper production, and the smelting of ores containing sulfides.

Lead comes from fuel combustion, industrial processes, and solid waste combustion. Lead can end up in water and soils through corrosion of leaded pipelines in a water transporting system and from leaded paints.

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STATIONARY POLLUTION SOURCES

Stationary pollution sources are generally divided into two subcategories for analysis:

- 1) Point sources (such as power plants and refinery boilers); and
- 2) Area sources (including small emission sources such as residential water heaters and architectural coatings).

SOUTH COAST AIR BASIN

The City of Eastvale is located in the South Coast Air Basin (SOCAB), which includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Air quality within the air basin is affected not only by various emissions sources (mobile, industry, etc.) but also by atmospheric conditions such as wind speed, wind direction, temperature, and rainfall. With very light average wind speeds and presence of the surrounding mountains, the basin atmosphere has a limited capability to disperse air contaminants horizontally. The dominant daily wind pattern is a daytime sea breeze (onshore breeze) and a nighttime land breeze (offshore breeze), broken only occasionally by winter storms and infrequent strong Santa Ana winds from the Great Basin, Mojave, and deserts to the north. The dominant pattern transports pollutants northeast and east during the daytime and south and southeast during the nighttime. However, warm air caps the shallow layer of cooler ocean air and confines polluted air within the basin.

Air quality in the South Coast Air Basin is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). According to the Air Quality Management Plan (AQMP) for the basin, the pollutant levels in the South Coast Air Basin exceed standards for ozone and particulates.

Greenhouse Gases

Gases that trap heat in the atmosphere are known as “greenhouse gases.” Four types of gas are generally considered to be the cause of climate change:

Carbon Dioxide (CO₂): Carbon dioxide comes from the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also results from other chemical reactions (e.g., manufacture of cement).

Methane (CH₄): Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide (N₂O): Nitrous oxide comes from agricultural and industrial activities, as well as the combustion of fossil fuels and solid waste.

Fluorinated Gases: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes. These gases are typically emitted in smaller quantities, but because they are potent greenhouse gases, they are sometimes referred to as High Global Warming Potential gases (“High GWP gases”).

Source: US Environmental Protection Agency

CLIMATE CHANGE

Climate change has become an issue of increasing concern in California, the nation, and the world. Climate change is presently thought to be both naturally occurring and induced by increases in the amounts of carbon dioxide (CO₂) and other greenhouse gases (GHGs) in the earth’s atmosphere attributable to a variety of human activities and sources.

GREENHOUSE GASES AND CLIMATE CHANGE: AN EMERGING ISSUE

Greenhouse gases (see the sidebar) have become the subject of increasing attention worldwide in recent years. Evidence has been steadily growing that human activities have helped speed and contributed to changes in the global climate. The burning of fossil fuels (mostly coal and oil) is the primary cause of greenhouse gases, a fact that has led to calls for increased energy efficiency to reduce greenhouse gas emissions.

The City of Eastvale’s efforts to create a more compact and walkable community are a direct outgrowth of this concern about the potential impacts of human activity on the planet. Larger, statewide efforts to address this issue are described below.



THE STATE OF CALIFORNIA RESPONDS TO GREENHOUSE GAS EMISSIONS

Since 2005, there have been a number of legislative changes that address greenhouse gas impacts on land use planning decisions.

- Executive Order S-3-05 was issued in June 2005, setting GHG emission targets for the state to meet, starting with a reduction to 2000 GHG emission levels by 2010 and concluding with a reduction to 80% below 1990 numbers by 2050. This order directed the California EPA, the Business, Transportation, and Housing Agency, California Air Resources Board (CARB), the California Energy Commission, and the Public Utilities Commission to work together to develop a Climate Action Plan and report back on progress on meeting the statewide targets.
- In 2006, Assembly Bill (AB) 32 established the first set of limits on GHG emissions for the state of California and put into place the regulatory framework needed to reach those targets. AB 32 set the 1990 GHG emissions level as a target to be achieved by 2020. In order to meet this goal, CARB is required to develop greenhouse gas emissions reporting procedures and adopt rules and regulations for reducing emissions by January 1, 2011, enforceable by January 1, 2012.
- In 2008, Senate Bill (SB) 375, set out planning concepts intended to reduce vehicle travel by promoting more compact development (ideas which are incorporated in this General Plan). A goal of SB 375 is to help curb greenhouse gas emissions through local land use decisions.

Both S-3-05 and AB 32 set the emission targets that Eastvale will eventually be required to attain. While explicit thresholds and requirements have yet to be developed, various state agencies have begun to examine proposed land use plans and specific projects for their potential GHG impacts.

ADDRESSING CLIMATE CHANGE

Two important steps to reduce climate change impacts are the creation of an inventory of existing greenhouse gases and a plan to reduce these emissions.

STEP 1: GREENHOUSE GAS INVENTORY

A greenhouse gas inventory allows a city or community to understand the level of greenhouse gases they emit, where these emissions come from, and how they are projected to increase over time. To calculate the level of pollutants a city or community emits within a given year, data on electricity use, natural gas consumption, waste production, and ve-

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Vehicle miles traveled is collected and converted into an equivalent of carbon dioxide. This provides a baseline against which a city can track its progress on lowering greenhouse gas emissions. Additionally, by taking into account population and job growth rates, a city can predict what its GHG emissions will be in the future if nothing is done to reduce greenhouse gas production.

STEP 2: CLIMATE ACTION PLAN

A climate action plan (CAP) is a guiding document to identify ways in which a city, county, or community can reduce greenhouse gas emissions and adapt to the inevitable effects of climate change. A CAP outlines transportation, land use, energy use, and waste production measures to achieve its target and proposes a timeline for implementation. CAPs are becoming increasingly popular as a way to spread awareness of climate change, reduce an area's impact on the environment, and save money on energy bills. Additionally, when referenced in general plans and environmental documents, CAPs signify a public agency's efforts to combat climate change.

The use of compact growth, increased non-vehicle travel, energy efficiency, and other policies in this General Plan will help to achieve reductions in greenhouse gas emissions in Eastvale.

WATER SUPPLY AND QUALITY

Water is fundamental to life. It is also crucial to the health and well-being of Eastvale. Water must be available in sufficient amounts for daily living, irrigation, firefighting, and industrial uses, and must be of a high enough quality to allow its use by residents (for drinking and other domestic uses), farmers (for crops and livestock), and industry (for industrial processes that use water).

The Chino Basin Judgment defines groundwater production rights held by agricultural operations. Per the judgment and subsequent court orders, groundwater production rights held by agricultural operations that convert to urban use transfer those rights to the relevant Chino Basin Appropriator. In the case of Eastvale, the appropriator is the Jurupa Community Services District.

Domestic water in Eastvale is provided by the Jurupa Community Services District (JCSD). The source of water supply for the JCSD is local groundwater. This groundwater is produced from the Chino groundwater basin, which is an adjudicated basin administered by Chino Basin Watermaster (Watermaster). Most groundwater basin recharge is local storm runoff. However, from time to time, Watermaster provides supplemental recharge in the form of imported water from Northern California.

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The adjudicated Chino groundwater basin supplies are limited. It is of utmost importance for all users of agricultural and domestic water to use it as efficiently as possible.

ENERGY EFFICIENCY AND CONSERVATION

Energy conservation refers to the use of energy resources in an efficient manner. Lowering energy demand by conserving both renewable and non-renewable energy is critical to conservation efforts. Recycling and conservation efforts established and encouraged by the City can also reduce the amount of pollutants emitted within the city. Efforts to recycle wastes can reduce the amount of pollutants emitted from the production of new materials while preserving raw materials. Conservation measures minimize the impacts of not only the consumption of, but also the production of, energy sources. In California, most of the energy used to support development comes in three forms: electricity, natural gas, and fossil fuels, which are obtained from local or foreign sources. To a lesser extent, energy is also derived from renewable sources (such as solar energy), nuclear, and other sources.

TRANSPORTATION MANAGEMENT

Vehicles are an essential part of life in California. People use them to go to work, run errands, and transport goods all across the state and the nation. While they serve a valuable function, many streets and freeways are increasingly overburdened with traffic. Unfortunately, with Eastvale being a bedroom community, and as such an auto-oriented city, driving to work is a fact of life. In an effort to reduce vehicle use and its associated pollutants, as well as to conserve energy, the City has included policies in the Circulation and Infrastructure Chapter of the General Plan regarding transportation facilities and development.



The former calf-raising farm of Eastvale City Council member Ike Bootsma is shown in this photo from 1986. The Bootsma home (photo center) remains in place; the area at the bottom of the photo is now a residential neighborhood.

AGRICULTURE

Eastvale's agricultural history came not primarily from the productivity of local soils but from the area's proximity to the Chino Dairy Preserve. The expansion of dairy operations into the Chino area in the mid-20th century was caused by the migration of the dairies from the then-developing Los Angeles area (the City of Cerritos was once known as Dairy Valley), a pattern that would repeat itself when the Chino area's dairies themselves began moving out in the 1990s.

Today, only a handful of dairies remain in Eastvale. The area has been largely converted into homes, parks, and shopping centers.

AIR QUALITY AND CONSERVATION GOALS AND POLICIES

GOAL AQ-1: Air quality that meets or exceeds all state and federal standards.

GOAL AQ-2: Meet or exceed all current and future state-mandated targets for reducing emissions of greenhouse gases.

GOAL AQ-3: Water supply and quality that is maintained and improved for the health of all city residents and visitors and for natural communities.

GOAL AQ-4: Safe and reliable energy including energy from renewable sources to meet Eastvale's needs and enable continued economic growth.

POLICIES

The policies below are intended to address air quality and conservation issues within the City of Eastvale. Policies in this chapter are grouped into the following general categories, although any of the policies may be applied to any situation if it applies:

- Multi-jurisdictional Cooperation (page 7-9)
- Sensitive Receptors (page 7-10)
- Mobile Pollution Sources (page 7-10)
- Stationary Pollution Sources (page 7-11)
- Greenhouse Gas (page 7-11)
- Water Supply and Quality (page 7-12)
- Energy Efficiency and Conservation (page 7-12)
- Business Development (page 7-13)
- Transportation Facility Development (page 7-13)
- Control Measures (page 7-14)
- Agricultural Land (page 7-14)

MULTI-JURISDICTIONAL COOPERATION POLICIES

POLICY AQ-1: Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

CHAPTER 7: AIR QUALITY & CONSERVATION



- POLICY AQ-2:** The City encourages, publicly recognizes, and rewards innovative approaches that improve air quality.
- POLICY AQ-3:** Reduce vehicle miles traveled and motor vehicle emissions through local job creation.
- POLICY AQ-4:** Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.

SENSITIVE RECEPTORS POLICIES

- POLICY AQ-5:** Sensitive receptors should be separated and protected from polluting point sources to the greatest extent possible.
- POLICY AQ-6:** Require site plan designs to protect people and land uses sensitive to air pollution.
- POLICY AQ-7:** The City encourages the use of pollution control measures such as landscaping, vegetation, and other materials, which trap particulate matter or control pollution.
- POLICY AQ-8:** The City encourages the planting of urban trees to remove pollutants from the air, provide shade, and decrease the negative impacts of heat on the air.

MOBILE POLLUTION SOURCES POLICIES

- POLICY AQ-9:** Allow the marketplace, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.
- POLICY AQ-10:** The City encourages new cooperative relationships between employers and employees to reduce vehicle miles traveled.
- POLICY AQ-11:** The City encourages large employers and commercial/industrial complexes to create Transportation Management Associations.
- POLICY AQ-12:** The City encourages employee rideshare and transit incentives for employers with more than 25 employees at a single location.

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STATIONARY POLLUTION SOURCES POLICIES

POLICY AQ-13: The City encourages the use of building materials and methods which reduce emissions and energy use.

POLICY AQ-14: The City encourages the use of energy-efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces, and boiler units.

POLICY AQ-15: The City encourages centrally heated facilities to use automated time clocks or occupant sensors to control heating.

POLICY AQ-16: Require stationary pollution sources to minimize the release of toxic pollutants through:

- Design features;
- Operating procedures;
- Preventive maintenance;
- Operator training; and
- Emergency response planning

POLICY AQ-17: To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, the Environmental Protection Agency, and the California Air Resources Board.

GREENHOUSE GAS POLICIES

POLICY AQ-18: Support local, regional, and statewide efforts to reduce emissions of greenhouse gases linked to climate change.

POLICY AQ-19: Analyze and mitigate, to the extent feasible, potentially significant increases in greenhouse gas emissions during project review, pursuant to the California Environmental Quality Act.

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POLICY AQ-20: Continue to support the planting and maintenance of trees in the community to increase carbon sequestration.

WATER SUPPLY AND QUALITY POLICIES

POLICY AQ-21: The City encourages the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and flood control during heavy storms.

POLICY AQ-22: The City encourages the decrease of stormwater runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.

POLICY AQ-23: The City encourages native, drought-resistant landscape planting.

POLICY AQ-24: Support and engage in educational outreach programs with other agencies that promote water conservation and widespread use of water-saving technologies.

POLICY AQ-25: Minimize pollutant discharge into storm drainage systems, natural drainages, and aquifers.

ENERGY EFFICIENCY AND CONSERVATION POLICIES

Please refer to the Housing Chapter of this General Plan for additional policies regarding energy efficiency and conservation.

POLICY AQ-26: Permit and encourage the use of passive solar devices and other state-of-the-art energy conservation measures.

POLICY AQ-27: Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments.

POLICY AQ-28: The City encourages energy-efficient materials and systems, including shade design technologies, for buildings.

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- POLICY AQ-29:** Undertake proper maintenance of the City’s physical facilities to ensure that optimum energy conservation is achieved.
- POLICY AQ-30:** Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to promote mass transit, bicycle, and pedestrian use.
- POLICY AQ-31:** The City encourages urban design measures that support alternatives to private automobile use.
- POLICY AQ-32:** Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- POLICY AQ-33:** The City encourages the incorporation of energy-efficient design elements beyond code requirements, including appropriate site orientation and the use of shade and windbreak trees to reduce fuel consumption for heating and cooling.
- POLICY AQ-34:** The City shall review all development proposals to ensure that all services and utilities can be provided in an energy-efficient and effective manner.
- POLICY AQ-35:** The City shall promote energy-efficient retrofit improvements in existing buildings.
- POLICY AQ-36:** The City shall support the inclusion of energy-efficient design and renewable energy technologies in public and private projects.

BUSINESS DEVELOPMENT POLICIES

Please refer to the Economic Development Chapter of this General Plan for policies and programs intended to increase employment in Eastvale and reduce the need for residents to commute to work outside the city.

TRANSPORTATION FACILITY DEVELOPMENT POLICIES

Please refer to the Circulation and Infrastructure Chapter of this General Plan for policies regarding transportation facility development.

CHAPTER 7: AIR QUALITY & CONSERVATION



CONTROL MEASURES POLICIES

POLICY AQ-37: The City will work with the SCAQMD and implement all applicable rules and regulations to reduce particulate matter from agriculture, construction, demolition, debris hauling, street cleaning, utility maintenance, railroad rights-of-way, and off-road vehicles, as well as wind storms, to the extent possible.

ACTION AQ-37.1: Consider street-sweeping plans in areas of the city disproportionately affected by particulate matter pollution.

POLICY AQ-38: Promote and encourage the use of natural gas and electric vehicles in distribution centers.

AGRICULTURAL LAND POLICIES

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 development of Eastvale.

POLICY AQ-40: As long as agricultural land in the city exists, the City shall not require buffers between farmland and urban uses within the City, relying instead on the following actions to address the impacts of farming on urban uses:

- Implement the City’s “right-to-farm” ordinance.
- Prospective buyers of property adjacent to agricultural land shall be notified through the title report that they could be subject to inconvenience or discomfort resulting from accepted farming activities per provisions of the City’s right-to-farm ordinance.

INTRODUCTION

This Healthy Community Chapter is included in the General Plan to promote the health, safety, and general welfare of Eastvale’s residents, workers, and visitors. It highlights the connections between health and the physical, social, and economic environment, and provides an overarching strategy for achieving and maintaining a healthy community.

A person’s or population’s health status is determined by a mix of genetics, surrounding environment, and behavior. One’s environment can have a direct effect on health, such as if someone is regularly exposed to tobacco smoke or contaminated water. It can also influence day-to-day behavior, such as what someone eats or how much exercise they get. The goal of the Healthy Community Chapter is to provide policy direction that helps create a built environment that limits exposure to health risks while also supporting healthy behavior and lifestyles.



Outdoor play areas like this (at the Homecoming apartment community) are part of an overall strategy to encourage Eastvale’s children to live active, healthy lives.

Although the City of Eastvale will not be directly responsible for implementing the various programs that lead to a healthy community, it will promote, encourage, and coordinate these activities, relying on other agencies, the private sector, and individual residents to promote and lead healthy lifestyles.

OVERALL HEALTH

While public health is protected by regulations at all levels of government (federal, state, county, and local), individual health could be further improved by education and available choices.

The City endeavors to promote a built environment that supports healthy choices and, when feasible, prevents the conditions that cause chronic health problems. The policies in this Chapter outline the overarching principals of planning for Healthy Communities. These policies are intended to address the multidisciplinary nature of health issues and recognize that the efforts of many different City departments and agencies affect health outcomes. These

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policies also anticipate the need to understand the nature and extent of health issues and to track trends over time in order to maintain effective policies and programs to promote public health.

LAND USE AND COMMUNITY DESIGN

Planning decisions such as zoning, land use, and urban design can have a strong impact on our transportation choices, housing, and social interactions. These decisions can improve physical and mental health by providing opportunities for physical activity like walking, providing easier access to nutritious food, or enabling neighbors to interact with each other on a regular basis.

Many of the land use and community design policies relevant to health are addressed in other chapters of the General Plan, most particularly the Land Use Chapter.

TRANSPORTATION SYSTEM

Most people in Eastvale drive to work, to school, and for daily needs such as shopping. This is similar to the transportation behavior of Riverside County, where in 2008 the average household drove 66.5 miles per day (21.26 miles per day per capita), according to the SCAG Regional Transportation Plan.



Trails that provide safe, off-street alternatives to driving a car can help create a healthier community.

Because of this, many areas of Riverside County, including Eastvale, experience severe traffic congestion. A large portion of residents experience long commute times, and the hours and miles spent driving continue to rise. Increased driving rates are a source of physical, economic, and environmental stress. Driving has been linked with negative health impacts, including higher rates of traffic crashes and increased levels of stress and anxiety. In addition, more vehicle miles and vehicle hours spent traveling by motor vehicle translate into greater amounts of air pollution, which in turn has health impacts.

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Driving is likely to remain the main form of transportation in Eastvale and Riverside County. However, the City is striving to create a balanced, multimodal transportation system¹, which will give people choices about how to get to their destinations and, at the same time, increase physical activity and reduce pollution.

Most housing in Eastvale is currently provided in single-use subdivisions with a hierarchical curvilinear street layout of neighborhood feeder streets and large arterials. Streets that do not connect to adjacent areas, cul-de-sacs without pedestrian cut-throughs, and a lack of nearby nonresidential destinations are very common in almost of the City's neighborhoods. Most of Eastvale's streets are also very wide, with high posted speed limits. These factors all reduce the number of route choices and attractive destinations for pedestrians, make walking and bicycling less comfortable and safe, and make it difficult to walk as part of daily life. The risk of an accident is a factor that deters many persons from walking or biking.

While walking or cycling is mostly an infeasible mode of daily transportation for most Eastvale residents, walking and cycling can provide health benefits by increasing levels of physical activity and reducing levels of air pollution.

The City would like to improve access to and the effectiveness of alternative transportation modes ultimately supporting active living and healthy lifestyles. The transportation system should make it easy to walk, bike, and use public transit, while also minimizing the need to drive long distances to meet basic daily needs or get to work. The transportation system should be designed in close coordination with land use patterns and the urban form, so that all transportation facilities encourage people to drive less, walk more, and have greater access to jobs, healthy food, and community resources.

Healthier transportation networks can be achieved by creating high quality transit service with safe, attractive facilities for all users, including drivers, pedestrians and bicyclists.

ARTS AND CULTURE

Arts and cultural activities are an essential part of a complete, healthy community. Arts and cultural activities contribute to the creation of a sense of place, augment local economies, enhance the urban environment and engage citizens in productive dialogue about important issues. Thriving arts and cultural experiences contribute to emotional and social development and provide educational opportunities for residents.

¹ *The chain that connects different links or modes of transport—air, sea, and land—into one complete process that ensures an efficient and cost-effective door-to-door movement.*

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SOCIAL CAPITAL

Social capital is an integrated system of family, community, and civic networks that is the underpinning and core fabric of social communities. Communities that have social capital are healthier and provide a higher quality of life for all residents. Social capital has a stream of benefits, including safety and security, friendship and community, a strong sense of civic identity, etc. Studies show that social interactions improve cardiovascular and mental health and result in faster recovery from illness. An important ingredient for the creation of social capital is the establishment of places for residents to meet, organize, learn, and socialize.



A young Eastvale resident learns about farming and how food is produced.

COMPLETE COMMUNITIES

Complete communities provide for the basic needs of individuals, including food, shelter, and safety within a cohesive, attractive environment. In addition, basic services like child care, dry cleaning, and regional public transportation facilities are available within easy walking distance, thus promoting physical activity, healthy nutrition and social interactions. In addition to these basic human needs, complete communities support a balance of uses that encourage job and neighborhood stability, encourage the creation of social capital, and nurture mental and cultural health as well.

Safety is an important component of a complete community. Fear of violence is a leading cause of anxiety and is a major reason people choose not to walk, use recreational facilities, or allow their children to play outside. The physical features, layout and design of many aspects of communities influence crime prevention and other crime-related outcomes, such as neighborhood deterioration and residents' fear of crime. When neighborhoods are designed to provide "defensible space," "natural surveillance," and a "sense of order," research shows a decline in street crime and, as importantly, a decline in residents' fear of crime. (See the Design and Safety Chapters of this plan for more detailed information.)

ACCESS TO HEALTHY FOODS AND NUTRITION

A healthy, varied diet is a critical component of a healthy life. Poor diet is a primary risk factor in many of the major chronic health issues facing Riverside County as a whole. According to Riverside County Department of Health, as of 2007, nearly two out of three adults and 15 percent of youth in the County were overweight or obese.

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As a whole, the City of Eastvale is well served by full-service grocery stores providing fresh produce. Eastvale residents also have access to farmers markets in nearby Corona, Norco, Ontario, and Riverside. The City of Eastvale will continue to encourage a balanced retail food environment with access to healthy foods.

HEALTH CARE AND MENTAL HEALTH CARE

Access to health care and preventative care is an important component of community health. Attributes of the built environment, including the amount of driving, access to green space and nature, and the condition of the built environment, can affect mental health by affecting levels of stress, anxiety and depression. Stress and high blood pressure are associated with increased risk of several chronic illnesses, including stroke, obesity, diabetes, and heart disease. Anxiety is also associated with increased risk of aggression, depression, and substance abuse. Preventive measures—such as screening for common health problems, dental care, and vaccinations—have been shown to reduce incidences and severity of illnesses.

SCHOOLS, RECREATIONAL CENTERS AND DAY CARE CENTERS

A community designed to serve the full lifecycle requires a range of facilities for all ages and population segments. Day care centers, senior centers, schools, and other recreational centers contribute to the overall well-being of residents. These facilities function best when they are evenly distributed rather than in one centralized area.²

ENVIRONMENTAL HEALTH

Environmental health concerns include air pollutants, contaminated land or water, or even toxic substances in everyday household items. While it may be impossible to eliminate all of these environmental health risks completely, efforts to clean up contaminated sites, eliminate toxic substances, and protect air and water quality can reduce environmental health risks.



Eleanor Roosevelt High School is a source of civic pride and the location of many community events.

² Some locations may not be appropriate for schools and daycare centers due to the proximity to Chino Airport and location within the Airport Compatibility Zone.

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In addition, decisions about the location and mix of land uses, transportation investments, design and building practices and building materials can all have an impact on the environment and human health.

Motor vehicle exhaust is the principal source of pollutants contributing to poor air quality and associated respiratory illnesses. As such, the more vehicle miles traveled in a region, the worse the air pollution. Factories, concentrated in heavily industrial areas, are equally problematic. Heavy industrial areas have the potential for toxic releases that can result in negative health impacts.

Products used to maintain landscaping affect groundwater and the environment. The overuse of pesticides and herbicides to maintain parks, roadsides, and other public spaces may result in unhealthy levels of exposure for the people, particularly children, who use these public spaces. The misuse of pesticides can also contribute to the contamination of rivers and streams.

HEALTHY COMMUNITY GOALS AND POLICIES

GOAL HC-1: Protect and promote high levels of health and well-being for all residents

GOAL HC-2: A range of choices for accessible, affordable, and nutritious foods for all residents

POLICIES

Policies are provided below in the following topical areas:

- Overall health (page 8-7)
- Land use and community design (page 8-7)
- Transportation system (page 8-8)
- Arts and culture (page 8-8)
- Complete Communities (page 8-8)
- Health care and mental health care (page 8-9)
- Schools, recreational centers and childcare (page 8-9)

Because health is such a comprehensive issue, the policies in this Chapter may at times overlap with the policies in other General Plan Chapters. When overlap occurs the policies included are intended to work in concert with and complement the policies in the other Chapters.

OVERALL HEALTH POLICIES

POLICY HC-1: Foster the overall health and well-being of City residents, particularly the most vulnerable populations.

POLICY HC-2: Promote an understanding of the connections between the built environment and health.

LAND USE AND COMMUNITY DESIGN

Please refer to the Housing Chapter for a range of housing options to accommodate a range of income levels and household types, and the Land Use Chapter for additional policies related to land use.

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POLICY HC-3: The City encourages a built environment that promotes physical activity and access to healthy foods, while reducing driving and pollution.

POLICY HC-4: Promote increased physical activity, reduced driving and increased walking, cycling and public transit by:

- Requiring, where appropriate, the development of compact development patterns that are pedestrian and bicycle friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use.
- Encouraging the development of neighborhood grocery stores that provide fresh produce.

TRANSPORTATION SYSTEM POLICIES

Please refer to the Circulation Chapter for policies related to transportation.

ARTS AND CULTURE POLICIES

Please refer to the Design Chapter for additional policies related to Arts and Culture.

POLICY HC-5: The City encourages the provision of public art and the preservation of and increased access to cultural resources.

POLICY HC-6: The City encourages partnerships among entities and institutions that promote art and cultural programs, foster community identity, and enhance neighborhood pride.

POLICY HC-7: The City encourages a healthy and thriving arts and cultural community, recognizing that it enhances the aesthetic appeal of the community, builds opportunities for business development, and contributes to a vibrant economy.

COMPLETE COMMUNITIES POLICIES

POLICY HC-8: Neighborhood retail, service, and public facilities should be located within walking distance of residential areas.

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HEALTH CARE AND MENTAL HEALTH CARE POLICIES

POLICY HC-9: The City encourages the development of a wide range of health care and mental health facilities in and near Eastvale that are transit-accessible and pedestrian-friendly.

POLICY HC-10: The City encourages public transit agencies to locate routes near health care and mental health facilities.

SCHOOLS, RECREATIONAL CENTERS AND CHILD CARE POLICIES

POLICY HC-11: The City encourages the development of recreational centers to serve all segments of the resident population (e.g., children, families, and senior citizens).

POLICY HC-12: The City encourages the location of schools, recreational centers and day care centers that are easily accessible by public transportation.



CITY OF EASTVALE

2013 - 2021 HOUSING ELEMENT

ADOPTED JUNE 2013



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INTRODUCTION

The Housing Chapter of the Eastvale General Plan identifies and establishes the City's policies with respect to meeting the housing needs of existing and future residents in the city. It establishes policies that will guide decision-making and sets forth an action plan to implement the City's housing goals. The commitments are in furtherance of the statewide housing goal of early attainment of decent housing and a suitable living environment for every California family, as well as a reflection of the concerns unique to the City of Eastvale.



PURPOSE

Safe, affordable housing for families of all income levels is a goal of the City.

The purpose of the Housing Chapter is to identify housing solutions that solve our local housing problems and to meet or exceed the regional housing needs allocation. The City recognizes that the provision of adequate housing is best met through various resources and interest groups. This chapter establishes the local goals, policies, and action items the City will implement and/or facilitate to address the identified housing issues.

State law requires the Housing Element (Chapter) to be consistent and compatible with other General Plan elements. The Housing Element should provide clear policy direction for making decisions pertaining to zoning, subdivision approval, housing allocations, and capital improvements. State law (Government Code Sections 65580 through 65589) mandates the content of the Housing Element and requires an analysis of:

- Population and employment trends;
- The City's fair share of the regional housing needs;
- Housing stock and household characteristics;
- An inventory of land suitable for residential development;
- Governmental and non-governmental constraints on the improvement, maintenance, and development of housing;

- Special housing needs;
- Opportunities for energy conservation; and
- Publicly assisted housing projects that may convert to non-assisted housing projects.

The purpose of these requirements is to develop an understanding of the existing and projected housing needs within the community and to set forth policies and schedules promoting the preservation, improvement, and development of diverse housing types available at a range of costs in Eastvale.

GENERAL PLAN CONSISTENCY

State law requires that “the general plan and elements and parts thereof comprise an integrated, internally consistent, and compatible statement of policies.” Internal consistency is required to avoid policy conflict and provide a clear policy guide for the future maintenance, improvement, and development of housing in the city. The City recently completed its first General Plan, and all elements of the General Plan have been reviewed for consistency in coordination with the Housing Chapter. The City will continue to maintain General Plan consistency.

Assembly Bill (AB) 162 requires amendment of the safety and conservation elements of the general plan to include analysis and policies regarding flood hazard and management information. As this Housing Chapter was completed as part of a larger General Plan effort, the City has ensured compliance with this new requirement. The City is not relying on any sites located within a flood hazard area to meet its regional housing need.

REGIONAL HOUSING NEEDS ALLOCATION

The Regional Housing Needs Plan (RHNP) is mandated by the State of California (Government Code Section 65584) and requires regions to address housing issues and needs based on future growth projections for the area. The California Department of Housing and Community Development (HCD) allocates regional housing needs numbers to regional councils of governments throughout the state. The RHNP for Riverside County is developed by the Southern California Association of Governments (SCAG) and allocates to cities and the unincorporated county their “fair share” of the region’s projected housing needs, also known as the Regional Housing Needs Allocation (RHNA). The RHNP allocates the RHNA based on household income groupings over the five-year planning period for each specific jurisdiction’s Housing Element. The RHNP, which covers a span of 7.5 years, also identifies and quantifies the existing housing needs for each jurisdiction.

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SCAG identified the housing need in the City of Eastvale to be 1,463 units for the 2014–2021 planning period, as shown in **Table H-1**. Of these units, 624 are identified as lower-income (a combination of extremely low-, very low-, and low-income categories).

TABLE H-1: 2014–2021 REGIONAL HOUSING NEED

Income Category	Income Range*	2006–2014 RHNA
Extremely Low	\$0–\$20,100	187
Very Low	\$20,101–\$33,500	187
Low	\$33,501–\$53,600	250
Moderate	\$53,601–\$78,000	274
Above Moderate	\$78,001 or more	565
Total	–	1,463

Source: SCAG 2012, HCD 2013

*Based on a four-person household.

HOUSING GOALS AND POLICIES

An important component of the Housing Chapter is the City's description of what it hopes to achieve during the current planning period. This is accomplished with a statement of the City's goals, policies, action items, and quantified objectives relative to the maintenance, preservation, improvement, and development of housing to meet the present and future needs of all economic segments of the population, as well as ongoing coordination and program implementation.

GOAL H-1: Assist in the development of adequate housing to meet the city's fair share of the region's housing needs for all economic segments of the population.

GOAL H-2: Where appropriate, mitigate governmental constraints to the maintenance, improvement, and development of housing.

GOAL H-3: Address the housing needs of special population groups.

GOAL H-4: Conserve and improve the condition of the housing stock, particularly affordable housing.

GOAL H-5: Promote equal housing opportunities for all persons regardless of race, age, sexual orientation, religion, or gender.

GOAL H-6: Conserve energy in the development of new housing and the rehabilitation of existing housing.

POLICIES

The policies below are intended to address housing issues within the City of Eastvale. Policies in this chapter are grouped into the following general categories, although any of the policies may be applied to any situation if it applies:

- Adequate Housing (page 9-5)
- Governmental Constraints (page 9-9)
- Special Needs Groups (page 9-10)
- Conservation and Improvement of Housing Stock (page 9-12)
- Equal Housing Opportunities (page 9-14)
- Energy Conservation (page 9-15)

ADEQUATE HOUSING

POLICY H-1: Ensure there is a sufficient supply of multi-family and single-family zoned land to meet the housing needs identified in the Regional Housing Needs Allocation (RHNA).

ACTION H-1.1: **Monitor Vacant Land Inventory.** To ensure the City has enough land to meet its Regional Housing Needs Allocation (RHNA), the City will continue to monitor its vacant land inventory throughout the planning period.

Responsible Agency: Planning Department

Time Frame: Ongoing, as projects and land use changes are processed through the Planning Department

Funding Source: General Fund

ACTION H-1.2: **Large Sites.** The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements and other mechanisms. To facilitate the development of affordable housing on smaller parcels (50 to 150 units in size), the City will routinely coordinate with property owners and give high priority to processing subdivision maps that include rezoned R-4 sites or affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan and applicable Specific Plan.

Responsible Agency: Planning Department

Time Frame: Ongoing, as projects are processed through the Planning Department

Funding Source: General Fund

POLICY H-2: Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.

ACTION H-2.1: **Assistance with Affordable Projects.** Where feasible and/or necessary and as funding is available, the City shall offer assistance with land acquisition and off-site infrastructure improvements, as well as assistance in securing federal or state housing financing resources for two projects affordable to extremely low-, very low-, low-, and moderate-income households within the planning period.

Responsible Agency: Planning Department

Time Frame: Ongoing, as projects are processed through the Planning Department

Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multi-family housing assistance programs, HCD Multi-family Housing Loans, CDBG funds, HOME funds, and other available financing.

POLICY H-3: Establish and maintain accurate planning and demographic data using GIS (geographic information systems).

ACTION H-3.1: Updated Land Inventory. As part of the General Plan update process, establish a Land Inventory that provides the mechanism to monitor acreage and location, by General Plan designation, of vacant and underutilized land, as well as buildout of approved projects, utilizing the City's GIS.

Responsible Agency: Planning Department

Time Frame: Update the Land Inventory on an annual basis

Funding Source: General Fund

POLICY H-4: Facilitate the development of affordable housing by providing, when feasible, appropriate financial and regulatory incentives.

ACTION H-4.1: Funding Opportunities. Use, to the greatest extent possible, a portion of available funds for the production and subsidy of lower- and moderate-income housing. All projects receiving public assistance will be required to remain affordable in compliance with the requirements of the program in which they participate. These actions are not limited to density bonus; they are offered above and beyond.

Responsible Agency: Planning Department

Time Frame: Ongoing, as projects are processed through the Planning Department

Funding Source: Utilize public financing tools when available, including but not limited to multi-family revenue bonds, the CDBG Housing Loan Fund, and HOME funds to provide low interest loans, and where feasible, leverage other state and federal financing obtained by the developer (e.g., Low Income Housing Tax Credits, CHFA multi-family housing assistance programs, HCD Multi-family Housing Loans), and other available financing.

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ACTION H-4.2: Available Housing Programs and Assistance. To ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and funding available, the City will publish the City’s Housing Chapter and updates and Annual Reports and make these documents available, to developers, housing development agencies, and City residents.

Responsible Agency: Planning and Building Departments

Time Frame: Ongoing, as developers approach the City for assistance

Funding Source: General Fund

ACTION H-4.3: Multi-Family Development. To assist in the development of affordable housing, the City will offer density bonuses, as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multi-family development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling units (these actions are not limited to density bonuses).

Responsible Agency: Planning and Building Departments

Time Frame: Ongoing, as applications are processed through the Planning and Building Departments

Funding Source: General Fund

POLICY H-5: To the extent resources are available, assist in the provision of homeownership assistance for lower- and moderate-income households.

ACTION H-5.1: Homeownership Opportunities. Explore opportunities to work with local nonprofit agencies in an effort to provide homeownership opportunities in the city.

Responsible Agency: Planning Department

Time Frame: Apply for HOME funds as notices of funding availability (NOFAs) are released annually

Funding Source: HOME funds, other funding sources

GOVERNMENTAL CONSTRAINTS

POLICY H-6: Consistently monitor and review the effectiveness of the Housing Chapter programs and other City activities in addressing housing needs.

ACTION H-6.1: Annual Review of the Housing Element. The City will review the Housing Chapter on an annual basis to determine the effectiveness of the programs in the chapter in achieving the City's housing goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Chapter. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development.

Responsible Agency: Planning Department

Time Frame: Annually, starting in April 2013

Funding Source: General Fund

POLICY H-7: Periodically review the City's regulations, ordinances, and development fees/exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.

ACTION H-7.1: Development Review and Processing Procedures. The City will continually seek to improve development review and procedures to minimize the time required for review and project approval. This reduction in time will reduce the cost to developers and may increase the housing production in the city. The City will also annually review fees to ensure they do not constrain development.

Responsible Agency: Planning Department

Time Frame: Annually, starting in June 2012

Funding Source: General Fund

ACTION H-7.2: Building Code. As new uniform codes are adopted, the City will review its building codes for current compliance and adopt the necessary revisions so as to further local development objectives.

Responsible Agency: Building Department

Time Frame: As new uniform codes are adopted

Funding Source: General Fund

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POLICY H-8: Provide streamlined processing of residential projects to minimize time and costs in order to encourage housing production.

ACTION H-8.1: **Incentives for Development of Housing.** The City will offer fast track/priority processing, density bonuses, flexibility in development standards, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups.

Responsible Agency: Planning Department

Time Frame: As projects are proposed to the Planning Department

Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multi-family housing assistance programs, HCD Multi-family Housing Loans, CDBG funds, HOME funds, and other available financing.

SPECIAL NEEDS GROUPS

POLICY H-9: Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower/moderate-income households or special needs housing.

ACTION H-9.1: **Priority for Affordable Projects.** Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups.

Responsible Agency: Planning Department

Time Frame: As projects are approved through the Planning Department

Funding Source: Where feasible, leverage state and federal financing including Low Income Housing Tax Credits, CHFA multi-family housing assistance programs, HCD Multi-family Housing Loans, CDBG funds, HOME funds, and other available financing.

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POLICY H-10: Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including special needs populations.

ACTION H-10.1: Special Needs Housing. Work with public or private sponsors to identify candidate sites for new construction of rental housing for special needs, and take all actions necessary to expedite processing of such projects.

Responsible Agency: Planning Department

Time Frame: As projects are approved through the Planning Department

Funding Source: General Fund

POLICY H-11: Promote the development of special needs housing, such as housing for seniors, housing for persons with physical, developmental, or mental disabilities, farmworker housing, and housing for extremely low-income persons.

ACTION H-11.1: Extremely Low-Income Households. The City will encourage the development of housing for extremely low-income households through a variety of activities such as outreach to housing developers on an annual basis, providing financial assistance (when feasible) or in-kind technical assistance or land writedowns, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus.

Responsible Agency: Planning Department

Time Frame: Ongoing, as projects are processed through the Planning Department, and annual outreach with local developers

Funding Source: General Fund

Action H-11.2: Reasonable Accommodations. The City will continue to implement state requirements (Sections 4450–4460 of the California Government Code and Title 24 of the California Code of Regulations) to include accessibility in housing and public facilities for persons with disabilities. The City will continue to perform the following actions:

☒ Encourage housing developers to include mobility-impaired accessibility in their project designs.

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Review regulations and procedures for City-funded or -operated housing programs to ensure that they do not exclude participation by persons with disabilities.

Include accessibility considerations in the preparation of the City's capital improvement plan and the allocation of funding for capital improvements in support of housing and residential neighborhoods for persons with disabilities or developmental disabilities.

The City will continue to provide exceptions in zoning and land use for housing for persons with disabilities or development disabilities. This procedure is a ministerial process, with minimal or no processing fee, subject to approval by the community development director by applying the following criteria:

1. The request for reasonable accommodation will be used by an individual with a physical or developmental disability or their representative protected under fair housing laws.
2. The requested accommodation is necessary to make housing accessible and suitable to an individual with a physical or developmental disability protected under fair housing laws.
3. The requested accommodation would not impose an undue financial or administrative burden on the City.
4. The requested accommodation would not require a fundamental alteration in the nature of the City's land use and zoning program.

Responsible Agency: Planning Department

Time Frame: Ongoing, as applications are processed through the Planning Department

Funding Source: General Fund

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POLICY H-12: Support family housing that addresses resident needs for child care, youth services, recreation opportunities, and access to transit.

ACTION H-12.1: **Child-Care Program.** In cooperation with private developers, the City will evaluate on a case-by-case basis the feasibility of pairing a child-care center with affordable, multi-family housing developments or nearby major residential subdivisions.

Responsible Agency: Planning Department

Time Frame: Ongoing

Funding Source: General Fund

POLICY H-13: Participate regionally in addressing homeless issues.

ACTION H-13.1: **Regional Homeless Issues.** The City shall cooperate with neighboring cities, the County, and other agencies in the development of programs aimed at providing homeless shelters and related services.

Responsible Agency: Planning Department

Time Frame: Meet with neighboring cities and the County annually to discuss homeless issues

Funding Source: General Fund

CONSERVATION AND IMPROVEMENT OF HOUSING STOCK

POLICY H-14: Pursue all available federal and state funds to establish a housing rehabilitation program.

ACTION H-14.1: **Rehabilitation Program.** The City will pursue grant opportunities to create a Rehabilitation Program. The City will apply for HOME funding for this program.

Responsible Agency: Planning Department

Time Frame: Continue to apply annually for HOME funds as NOFAs are released

Funding Source: HOME funds

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POLICY H-15: Focus rehabilitation assistance and code enforcement efforts in the Swan Lake and Chandler areas (see the Land Use Chapter for more information), which have a concentration of older and/or substandard residential structures.

ACTION H-15.1: Code Enforcement. The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Division, staff to ensure compliance with building and property maintenance codes. In addition, the City's Code Enforcement Officer also provides daily observation to ensure compliance.

Responsible Agency: Code Enforcement Department

Time Frame: Ongoing

Funding Source: General Fund

POLICY H-16: Preserve the affordability of federal- and state-subsidized units at risk of conversion to market rate or other affordable housing resources.

ACTION H-16.1: Preservation of At-Risk Housing Units. State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. Currently, the City does not have any publicly assisted affordable projects, but should they in the future, the City will monitor the status of all affordable housing projects and, as their funding sources near expiration, will work with owners and other agencies to consider options to preserve such units. The City will also provide technical support to property owners and tenants regarding proper procedures relating to noticing and options for preservation.

Responsible Agency: Planning Department

Time Frame: Annually monitor

Funding: General Fund

EQUAL HOUSING OPPORTUNITIES

POLICY H-17: Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

ACTION H-17.1: Fair Housing. The City will continue to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County, which provides a number of programs including (1) audits of lending institutions and rental establishments; (2) education and outreach to apartment owners, associations, management companies, lending institutions, building industry associations, homebuyers, and residents in emergency shelters and transitional housing facilities.

Responsible Agency: Fair Housing Council of Riverside County

Time Frame: Ongoing, as interested persons contact the City

Funding Source: General Fund

POLICY H-18: Support programs that offer low- and moderate-income households the opportunity for homeownership.

ACTION H-18.1: Mortgage Credit Certificate Program. Refer eligible residents to the Riverside County Mortgage Credit Certificate (MCC) Program for low- to moderate-income homeowners assistance.

Responsible Agency: County of Riverside Economic Development Agency

Time Frame: Ongoing

Funding Source: General Fund

ACTION H-18.2: First-Time Homebuyer Program. Consider the implementation of a First-Time Homebuyer Program to provide down payment assistance and closing cost assistance to low-income first-time homebuyers.

Responsible Agency: Planning Department

Time Frame: Consider applying for funding annually to establish a program

Funding Source: HOME funds

CHAPTER 9: HOUSING



ACTION H-18.3: Foreclosures. Continue the City’s foreclosed home ordinance and as opportunity arises, investigate the feasibility of acquiring foreclosure homes and offering them to residents at prices affordable to low- and moderate-income households.

Responsible Agency: Planning Department

Time Frame: Ongoing; consider applying for funding to establish a program

Funding Source: Neighborhood Stabilization Program funding

POLICY H-19: Expand the availability of affordable and/or special needs housing through acquisition or conversion.

ACTION H-19.1: Acquisition/Rehabilitation. Work with public or private sponsors to encourage acquisition/rehabilitation of existing multi-family units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower income.

Responsible Agency: Planning Department

Time Frame: Ongoing as opportunities arise

Funding Source: HOME and CDBG

ENERGY CONSERVATION

POLICY H-20: Encourage the use of energy conservation features in residential construction and remodeling.

ACTION H-20.1: Promote Energy Conservation. The City will continue to work with Western Riverside Council of Governments (WRCOG) and its HERO program to promote energy efficiency and water conservation improvements. These improvements include, but are not limited to solar panels, heating and air conditioning systems, pool filtration equipment, windows and doors, and other investments that will significantly reduce energy use.

Responsible Agency: Planning and Building Departments, WRCOG

Time Frame: Ongoing, as funding is available.

Funding Source: WRCOG funding sources

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ACTION H-20.2: Ensure Consistency with Green Building Standards. The City will annually ensure that local building codes are consistent with state-mandated green building standards.

Responsible Agency: Building Department

Time Frame: Annually

Funding Source: General Fund

ACTION H-20.3: Implement State Energy Conservation Standards. The City's Building Department will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.

Responsible Agency: Building Department

Time Frame: Ongoing

Funding Source: General Fund

QUANTIFIED OBJECTIVES

Quantified objectives estimate the number of units likely to be constructed, rehabilitated, or conserved/preserved by income level during the planning period. The quantified objectives do not represent a ceiling on development, but rather set a target goal for the jurisdiction to achieve based on needs, resources, and constraints.

- The **Construction** objective refers to the number of new units that potentially may be constructed using public and/or private sources over the planning period of the Housing Chapter, given the City’s land resources, constraints, and proposed programs.
- The **Rehabilitation** objective refers to the number of existing units expected to be rehabilitated during the planning period.
- The **Conservation/Preservation** objective refers to the preservation of the existing affordable housing stock throughout the planning period.

Each quantified objective is detailed by income level as shown in **Table H-2**. The City has a new construction need of 1,463 units. As funding permits, the City also plans to assist 10 households with rehabilitation needs throughout the planning period.

TABLE H-2: QUANTIFIED OBJECTIVES SUMMARY

Task	Income Level					Total
	Extremely Low	Very Low	Low	Moderate	Above Moderate	
Fair Share Allocation	187	187	250	274	565	1,463
New Construction	187	187	250	274	565	1,463
Rehabilitation ¹	0	5	5	0	0	10
Conservation/Preservation ²	0	0	0	0	0	0

Source: City of Eastvale, March 2013

¹ Based on the amount of CDBG funding the City anticipates obtaining over the next six years.

² There are currently no affordable housing projects at risk of conservation over the next ten years.

INTRODUCTION

“Noise” is unwanted sound. Sound can be measured in a variety of ways, but the determination of whether the *sound* is in fact *noise* is subjective. For example children playing may be wonderful sound to some, but not to others. And of course the sounds of playing during the early afternoon may be perceived differently than late in the evening. Laughter at 2 PM is charming; the same laughter at 2 AM can be annoying and disruptive to sleep.

Managing noise is both a quality of life issue and an important means of encouraging commerce. If noise standards are too stringent, businesses may have a difficult time locating in Eastvale, and mitigation from traffic noise or other sources may make it difficult to build new homes. If the noise standards are too lenient, the quality of life in the community may suffer. This chapter of the General Plan attempts to balance these issues and separate sound from noise in the context of the City of Eastvale.

SETTING

Eastvale has a relatively quiet noise environment. The primary sources of noise in the city are transportation-related. Interstate 15 and the other major transportation corridors in the community accommodate local and regional traffic; that creates noise. Sound generated by vehicle traffic along roadways can be expressed in terms of sound levels at a given distance from the roadway. Other noise sources in the City include outdoor speakers and alarms, air-conditioning, heating, generators, sirens, car and home stereos, etc. In the industrial area of Eastvale, outdoor equipment may create noise, although this is expected in an industrial setting and does not affect residential areas.



TERMS AND DEFINITIONS

The science of noise analysis has its own terminology that makes a straightforward discussion difficult. The terms shown in the definition block (*see text box*) are used to measure sound. The various sound levels are then used to develop or establish policy that affects noise generation and attenuation.

NOISE SENSITIVE LAND USES

A series of land uses have been deemed “sensitive” by the State of California. These land uses require an attention to noise to ensure that they can operate as designed. Sensitive uses typically include schools, hospitals, rest homes, long term care facilities, mental care facilities, homes, places of worship, libraries, and passive recreation areas. Activities conducted in proximity to these sensitive uses must consider their sound output, and ensure that they don't create unacceptable noise levels.

Similarly, noise generating uses need to be protected from encroachment by noise sensitive uses. Existing agricultural operations, industrial and commercial activity that generates noise should not be required to curtail their activity because of a newly constructed housing project or other noise-sensitive use.

Most communities handle noise issues by taking care to put compatible uses near each other and avoid placing noisy uses next to homes and other noise-sensitive uses.

The table and maps on the following pages illustrate future noise conditions that will need to be addressed as the City makes land use decisions.

Ambient Noise: The normal or existing level of environmental noise at a given location.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening (from 7:00 p.m. to 10:00 p.m.) and after the addition of 10 decibels to sound levels in the night (from 10:00 p.m. to 7:00 a.m.).

dba (A-weighted decibel): The A-weighted decibel scale discriminates upper and lower frequencies in a manner approximating the sensitivity of the human ear. The scale is based on a reference pressure level of 20 micropascals.

Leq (Equivalent energy level): The average acoustic energy content of noise during the time it lasts. The City uses a 10- minute Leq measurement.

Ldn (Day-Night Average Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of 10 decibels to sound levels in the night (from 10:00 p.m. to 7:00 a.m.).

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CITY OF EASTVALE

Table N-1 provides information on projected noise levels along major roadways in the City—specifically, what the future noise level could be at a given distance from the centerline of the roadway. This information is useful to residents seeking information on neighborhoods and to planners who want to ensure that noise impacts are properly addressed when new development proposals are reviewed. The noise information is expressed in A-weighted decibels (dBA) and divided into bands or contours ranging from 55 to 70 dBA in 5 dBA increments. The contours are used in ordinances and policy statements.

Noise created by stationary sources (i.e., outdoor mechanical equipment) is difficult to predict, and will need to be addressed on a case-by-case basis.

TABLE N-1: DISTANCE TO NOISE LEVELS BY MAJOR ROADWAY DESIGNATION¹

Roadway Classification	70 dBA	65 dBA	60 dBA	55 dBA
Urban Arterial – 6 Lanes	141	297	638	1,373
Urban Arterial – 4 Lanes	106	227	487	1,048
Major Highway	91	190	407	879
Secondary Highway	65	135	288	620
Collector Street	27	59	126	272

Source: Appendix I: Noise Element Data, Riverside County General Plan

¹ Distance is measured from the centerline.

How Loud Is It?

Sound Levels for Common Noise Sources

Activity	Noise Level in Decibels
Limit of Hearing	0 dB
Normal Breathing	10 dB
Soft Whisper	30 dB
Library	40 dB
Refrigerator	50 dB
Rainfall	50 dB
Washing Machine	50-75 dB
Normal Conversation	60 dB
Hair Dryer	60-95 dB
Alarm Clock	65-80 dB
Power Mower	65-95 dB
Dumpster Pickup (@ 50')	80 dB
Garbage Disposal	80-95 dB
Noisy Restaurant	85 dB
Train Approaching (Engines)	85-90 dB
Tractor	90 dB
Shouting in Ear	110 dB
Loud Rock Concert	120 dB
Jet Engine at Takeoff	150 dB

These are typical noise levels. Distance from the source will reduce the noise level. A 10 dB increase doubles perceived loudness. Continued exposure to noise above 85 dB can cause hearing loss; the maximum exposure to 85 dB noise in the workplace is eight hours. A single exposure to 140 dB noise can cause some hearing loss. Source: National Institute for Occupational Safety and Health.

NOISE MITIGATION STRATEGIES

When an existing or proposed land use emits sound that exceeds the City determined acceptable level, the sound is characterized as noise and subject to regulation. There are a number of methods of reducing noise from both the source and at the sensitive use. When design or regulatory methods are used to reduce noise, the methods attenuate or mitigate the noise. There are both indoor and outdoor standards for this type of mitigation. Policies included in this chapter provide a number of methods for mitigation; however, with changing technology and advances in design, this list is not comprehensive, and new methods should be considered. Note too that the responsibility for mitigation is dependent upon the planned land use and existing uses on and near a site.

Table N-3 provides several categories for noise compatibility that equate to standard development processing. As noted in the table, *completely compatible* uses are typically those that would be allowed by right in the zoning code. Tentatively compatible uses are those that would be conditional uses. The remaining two columns, *normally incompatible* and *completely incompatible*, represent land uses where intensive study or even project denial might occur because of existing or projected noise levels.

NOISE SOURCES

AGRICULTURE

The City has adopted the Riverside County Right-to-Farm Ordinance which conserves, protects, and encourages the development, improvement, and continued viability of agricultural land and industries for the long-term production of food and other agricultural products, and for the economic well-being of the County's residents. The Right-to-Farm Ordinance also attempts to balance the rights of farmers to produce food and other agricultural products with the rights of non-farmers who own, occupy, or use land within or adjacent to agricultural areas. The City continues to support agriculture by limiting the circumstances under which agricultural operations may be deemed a nuisance.

STATIONARY NOISE

A stationary noise source is any entity in a fixed location that emits noise. Stationary noise sources are common in many noise-sensitive areas. Motors, appliances, air conditioners, lawn and garden equipment, power tools, and generators are often found in residential neighborhoods, as well as on or near the properties of schools, hospitals, and parks. These structures are often a permanent fixture and are required for the particular land use. Industrial and manufacturing facilities are also stationary noise producers that may affect adjacent sensitive land uses. The emitted noise from the noise source can be mitigated to acceptable levels either at the source or on the adjacent property through the use of proper planning, setbacks, noise walls, acoustic-rated windows, dense landscaping, or by other noise control measures.

TRANSPORTATION

The most common mobile noise sources in the City are transportation-related. Motor vehicle noise is characterized by the number of vehicles generating engine and tire noise on local roads and freeways, which often creates a higher sustained noise level in proximity to areas sensitive to noise exposure. Rail and aircraft operations, though less frequent, may generate extremely high noise levels that can be disruptive to daily activities in residential areas and noise sensitive uses. Transit associated with bus service in the City is part of the transportation noise consideration.

Airports

Aircraft flyovers are audible in Eastvale, as a result of aircraft approaching and departing from Chino Airport and Ontario International Airport. A substantial portion of the City underlies the general traffic patten envelope of Chino as clearly depicted in the most recently adopted version of the Chino land Use Compatibility Plan, available at www.rclaus.org. However, the noise is transient and not considered a major noise source unless they occur during the late evening and morning hours. According to the 2008 Airport Land Use Compatibility Plan, only about 10% of flights at Chino Airport occur between 7:00 p.m. and 7:00 a.m. Helicopters and heliports are also potential sources of noise, but due to the relatively low frequency and short duration of their operation in most circumstances, these operations do not significantly affect average noise levels within the City.

NOISE ATTENUATION

One of the most effective means of reducing noise in a sensitive area is to construct and design buildings in such a way that the noise is deflected, absorbed or mitigated so as not to affect the occupants. If the building has already been constructed, then landscaping, physical barriers, sound dampening technology and other design techniques can be used to absorb the noise. These building and design techniques should serve two purposes; to mitigate noise to acceptable indoor and outdoor levels, and to enhance the community character rather than detract from its surroundings.

VIBRATION

Another community annoyance related to noise is vibration. Vibration can be described by both its amplitude and frequency, where amplitude is characterized by displacement, velocity, and/or acceleration. Typically, particle velocity (measured in inches or millimeters per second) and/or acceleration (measured in gravities) are used to describe vibration.

Vibration can be felt outdoors, but the perceived intensity of vibration impacts are greater indoors, due to the shaking of the structure. Some of the most common sources of vibration come from trains and/or transit vehicles, construction

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equipment, airplanes, and large vehicles. Several land uses are especially sensitive to vibration, and, therefore, have a lower vibration threshold. These uses include, but are not limited to, concert halls, hospitals, libraries, vibration-sensitive research operations, residential areas, schools, and offices.

Table N-2, Human Reaction to Typical Vibration Levels, presents the human reaction to various levels of peak particle velocity. Typical construction vibrations fall in the 10 to 30 Hertz (Hz) range and usually occur around 15 Hz. Traffic vibrations exhibit a similar range of frequencies. However, due to their suspension systems, buses often generate frequencies around 30 Hz at high speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.

TABLE N-2: HUMAN REACTION TO TYPICAL VIBRATION LEVELS

Peak Particle Velocity (inches/second)	Human Reaction
0.0059-0.0188	Threshold of perception, possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Continuous vibration begins to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937-0.5905	Vibrations considered unpleasant when continuously subjected and unacceptable by some walking on bridges.

Source: Caltrans, 1992

ISSUES FOR FUTURE PLANNING

As population and development increase in Eastvale, the noise levels in the community will likely also increase. Methods of addressing the increase in noise can be evaluated before noise levels reach an annoyance level. Noise attenuation will be important for noise sensitive uses located along major roadways or in the vicinity of industrial or heavy commercial activities. The City may also need to address noise during the planning of special events such as street fairs and concerts.

NOISE GOALS AND POLICIES

GOAL N-1: Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Eastvale.

GOAL N-2: Locate noise-tolerant land uses within areas irrevocably committed to land uses that are noise-producing, such as transportation corridors.

GOAL N-3: Ensure that noise sensitive uses do not encroach into areas needed by noise generating uses.

GOAL N-4: Locate noise sources away from existing noise sensitive land uses unless appropriate noise control measures are provided.

POLICIES

Policies are provided below in the following topical areas:

- General Noise Policies (page 10-7)
- Noise Mitigation Strategies (page 10-8)
- Noise Sources (page 10-12)
- Building and Design (page 10-13)
- Building and Design Techniques (page 10-14)

GENERAL NOISE POLICIES

POLICY N-1: Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas.

POLICY N-2: Continue to work with other agencies such as Caltrans and school districts to ensure that newly proposed facilities do not negatively affect existing noise sensitive land uses.

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POLICY N-3: Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 CNEL and/or vibration would be more than 0.0787 Peak Particle Velocity (inches/second):

- Schools;
- Hospitals;
- Rest Homes;
- Long Term Care Facilities;
- Mental Care Facilities;
- Residential Uses;
- Libraries;
- Passive Recreation Uses; and
- Places of worship

POLICY N-4: Require 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-5: Require that exterior noise forecasts use the appropriate Level of Service for the adjacent roadways, or a 20-year projection of traffic volumes (whichever is greater) for future noise forecasts.

NOISE MITIGATION STRATEGIES

POLICY N-6: Mitigate exterior noise to the levels shown in Table N-3 to the extent feasible.

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TABLE N-3: NOISE COMPATIBILITY BY LAND USE DESIGNATION¹

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-Family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Non-Residential (Commercial, Industrial & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(2)
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

(1) All noise levels shown in this table are designated CNEL.

(2) To be determined as part of the project review process.

POLICY N-7: Table N-4 provides the City’s standards for maximum exterior non-transportation noise levels to which land designated for residential land uses may be exposed for any 30-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA Leq (30 minutes).

Note to the Reader: Public schools are not regulated by the City; therefore, no noise standards for public schools are included in this Chapter.

ACTION N-7.1: Establish acceptable standards for residential noise sources such as, but not limited to, leaf blowers, mobile vendors, mobile stereos and stationary noise sources such as home appliances, air conditioners, and swimming pool equipment.

ACTION N-7.2: Evaluate noise producers for the possibility of pure-tone producing noises. Mitigate any pure tones that may be emitted from a noise source.

TABLE N-4: EXTERIOR NOISE LEVEL STANDARDS FOR NON-TRANSPORTATION NOISE, MEASURED AS DBA LEQ (30 MINUTES)²

Land Use Type	Time Period	Maximum Noise Level (dBA)
Single-Family Homes and Duplexes	10 p.m. to 7 a.m.	50
	7 a.m. to 10 p.m.	60
Multiple Residential 3 or More Units Per Building (Triplex +)	10 p.m. to 7 a.m.	55
	7 a.m. to 10 p.m.	60

POLICY N-8: The noise levels specified in Policy N-7 shall be lowered by 5 dB for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or for recurring impulsive noises (such as pile drivers, punch presses, and similar machinery). Example: the Single Family/Duplex standard from 10 p.m. to 7 a.m. for these types of noises is 45 dBA.

POLICY N-9: The City may impose exterior noise standards which are less restrictive than those specified in Table N-4, provided that:

- 1) The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis and at least one outdoor area meets the standard; and
- 2) A finding is made by the approving body specifying why the exception would not be detrimental to the public health, safety and general welfare; and
- 3) The exception would not adversely affect the character of the surrounding development.
- 4) The exception would not be injurious to adjacent uses, property and improvements; and,
- 5) Alternatives have been considered but none are technologically feasible for the proposal; and,

² Leq (Equivalent Sound Level) is the average noise level during the time period of the sample.

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- 6) Interior noise levels resulting from an external source will be no more than 45dBA CNEL from 7 a.m. to 10 p.m.; and,
- 7) Residents of noise sensitive uses are informed of the proposal during the review stage and prior to approval.

POLICY N-10: Table N-5: Maximum Acceptable Interior Noise Levels Created by Exterior Noise Sources provides the City’s standards for acceptable indoor noise levels for various types of land uses. These standards should receive special attention when projects are considered in “Tentatively Compatible” or “Normally Incompatible” areas.

- Noise created inside a use listed below shall not count toward the acceptable noise levels to be maintained in accordance with this policy.

TABLE N-5: MAXIMUM ACCEPTABLE INTERIOR NOISE LEVELS CREATED BY EXTERIOR NOISE SOURCES

Land Use Type	Acceptable Noise Level (dBA CNEL)
Residential Living and Sleeping Areas	45 dBA
Residential Living and Sleeping Areas where the dwelling unit is subject to noise from railroad tracks, aircraft overflights, or similar sources which produce clearly identifiable, discrete noise events (such as the passing of a train as opposed to relatively steady or constant noise sources such as roadways)	40 dBA
Private & Semi Private School Classrooms ⁽¹⁾	55 dBA
All Places of Work Other than School Classrooms	Conform with applicable state and federal workplace safety standards

(1) Standards for public schools are set and enforced by the State of California and are not regulated by the City of Eastvale.

POLICY N-11: Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise that exceeds the “completely compatible” guidelines in Table N-3: Noise Compatibility by Land Use Designation shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.

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- POLICY N-12:** The City's preferences for providing noise mitigation are, in order of preference (#1 is most preferred; #5 is the least):
- 1) Reduce noise at the source.
 - 2) If #1 is not practical, designate land uses which are compatible with projected noise levels.
 - 3) If #1 or #2 are not practical, use distance from the source to reduce noise to acceptable levels.
 - 4) If #1, #2, or #3 are not practical, use buildings, berms, or landscaping or a combination of these to reduce exterior noise to acceptable levels. Use construction techniques (sound-reducing windows, insulation, etc.) to reduce interior noise to acceptable levels.
 - 5) The last measure which should be considered is the use of a sound wall to reduce noise to acceptable levels.

NOISE SOURCES

- POLICY N-13:** Protect existing agricultural resources from noise complaints that may result from routine farming practices, through continued support of the Right-to-Farm Ordinance.
- POLICY N-14:** Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.
- POLICY N-15:** Encourage noise-tolerant land uses such as commercial or industrial development, to locate in areas already committed to land uses that are noise-producing.
- POLICY N-16:** Require that parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize potential noise impacts on adjacent noise sensitive land uses.

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POLICY N-17: If noise levels in Table N-4 exceed, or are projected to be exceeded as a result of the proposed commercial or industrial loading dock or delivery area, require delivery hours be limited when adjacent to noise-sensitive land uses.

ACTION N-17.1: Enforce all noise sections of the State Motor Vehicle Code.

POLICY N-18: Natural buffers, setbacks or other noise attenuation shall be established between freeways and urban arterial roadways and adjoining noise-sensitive areas.

ACTION N-18.1: Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments.

POLICY N-19: Encourage local and regional public transit providers to ensure that the equipment they operate and purchase is state-of-the-art and does not generate excessive noise impacts on the community.

POLICY N-20: Encourage the development and use of alternative transportation modes, including bicycle paths and pedestrian walkways, to minimize vehicular noise in residential and other noise-sensitive areas.

POLICY N-21: Actively participate in the development of noise abatement plans for freeways.

BUILDING AND DESIGN

POLICY N-22: Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.

POLICY N-23: Condition subdivision and other land development approval adjacent to developed/occupied noise-sensitive land uses to require the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and specify how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- a) Temporary noise attenuation fences;
- b) Preferential location of equipment;

- c) Length of equipment use and idling time; and,
- d) Use of current noise suppression technology and equipment.

POLICY N-24: Require that all construction equipment be kept properly tuned and use noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

BUILDING AND DESIGN TECHNIQUES

POLICY N-25: Development should use natural barriers such as berms, setbacks and/or dense vegetation to assist in noise reduction.

POLICY N-26: Continue to develop effective strategies and mitigation measures for the abatement of noise reflecting effective site design approaches and state-of-the-art building technologies.

POLICY N-27: Noise reduction measures shall be included in the design of new development through measures which may include:

- Separation of noise-sensitive buildings from noise-generating sources;
- Use of natural topography and intervening structures to shield noise-sensitive land uses; and
- Adequate sound proofing of noise sources or receptor structures to maintain desired interior noise levels.

POLICY N-28: Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies.

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



INTRODUCTION

Parks, recreation, and open space are important components of the quality of life desired by the residents of Eastvale. This chapter of the General Plan addresses the City's goals and policies related to these issues and the actions the City will take to ensure that the residents' needs and desires for parks, recreation, and open space are recognized and addressed as the development of the city continues.

This chapter addresses three basic issues:

- Public parks
- Trails
- Open space

PUBLIC PARKS

Eastvale is home to numerous public parks, which are operated by the Jurupa Community Services District (JCSD)¹ and the Jurupa Area Recreation and Park District (JARPD), two independent agencies. The JCSD provides public parks in the portion of Eastvale *west* of Hamner Avenue. The JARPD provides public parks in the portion of Eastvale *east* of Hamner Avenue and in the neighboring City of Jurupa Valley. Additional information on the JCSD and the JARPD is available on their official web sites:

- Jurupa Community Services District: www.jcsd.us
- Jurupa Area Recreation and Park District: www.jarpd.org

¹ As discussed in the Circulation and Infrastructure Chapter of this General Plan, the JCSD also provides water and sewer services to most of Eastvale and to a large area outside the city.



Eastvale's parks are a major source of civic pride and a treasured local resource.

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



Both the JCSD and the JARPD have adopted their own parks master plans, which identify standards for public parks, desired locations for new facilities, and standards for the development of new parks. As of the writing of this General Plan (2012), the JCSD is in the process of updating its Master Plan.

This General Plan envisions that the City will take a more active role in defining the locations, sizes, and facilities provided at public parks, as well as in expanding the number of trails in Eastvale. At the same time, the City will continue to work with the JCSD and the JARPD on parks issues.

Eastvale's public parks are a source of local pride and are heavily used by residents for rest, recreation, and community events.

TRAILS

While an excellent system of parks was created during the development of Eastvale's neighborhoods, there was no master plan for a system of open space or trails, and these features were not provided or were provided piecemeal. There are many opportunities for off-street trails in Eastvale, including:

- Power line corridors (*an example of such a corridor is shown in the photo at right*)
- Drainage channels and along the Santa Ana River
- Along major roadways, particularly if the width of the vehicle roadway can be reduced in the future to provide more space for trails and landscaping



As the City moves into the future and seeks to implement programs to make it easier for residents to travel within Eastvale without using their cars (*please see the Circulation and Infrastructure Chapter and Healthy Community Chapter of this General Plan for more information on this topic*), the need to provide off-street trails and connections will become more important.

This General Plan provides policies and programs to ensure that trails and open space are provided with new development—and that they are maintained in already developed areas.

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



This General Plan also points toward a future in which the JCSD's and the JARPD's parks function—a service typically provided by a city—becomes the responsibility of the City.

OPEN SPACE

The Santa Ana River (*photo right*) forms the southern boundary of Eastvale and is an important local and regional open space resource. The river, which begins at the Seven Oaks Dam, flows past Eastvale on the way to the Pacific Ocean. A trail is planned along the length of the Santa Ana River, as described by the Santa Ana Watershed Project Authority (SAWPA):



The Santa Ana River Trail and Parkway is a 100-mile long recreational trail extending from the crest of the San Bernardino Mountains to the coast of the Pacific Ocean. The trail runs through three counties; San Bernardino County, Riverside County, and Orange County; 15 cities; and multiple special jurisdictions. Parts of the trail are currently under development. The trail is now [2012] approximately 60% complete with plans to complete the remaining portions over the next five years.

The variety of geography and park opportunities along the trail allow for a wide range of recreational activities including, but not limited to, hiking, bicycling, walking, running, rock climbing, “geocaching,” bird watching, horse-back riding, and organized team and individual sports.²

The City recognizes the value of this resource and has included goals and policies in this General Plan specifically related to the Santa Ana River.

Note Regarding “Open Space”: *The issue of open space is closely related to parks and recreation. While open spaces are not “parks,” they can provide important benefits for both Eastvale residents and the natural systems that still exist along the Santa Ana River. The City’s goals and policies for the preservation of open space for a variety of uses (protecting natural open areas, watersheds, and environmentally sensitive areas such as creeks and riparian areas; preserving farmland; and ensuring the safety of persons and property) are addressed in the Air Quality and Conservation Chapter and the Land Use Chapter of this General Plan. The reader is invited to consult those chapters for detailed policies and actions dealing with open space in all its forms.*

² Source: <http://www.sawpa.org/SantaAnaRiverTrail.htm>

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



PARKS, RECREATION, AND OPEN SPACE GOALS AND POLICIES

GOAL OS-1: Expand outdoor recreation opportunities for all residents.

GOAL OS-2: Provide active and passive park facilities and recreation programs that satisfy the leisure time and recreation needs of all residents.

GOAL OS-3: Develop a citywide trails system that provides safe, convenient, and attractive off-street opportunities for residents to travel, recreate, and exercise.

GOAL OS-4: Maintain the Santa Ana River corridor as an important resource for open space, recreation, wildlife, and scenic beauty.

POLICIES

Policies are provided below in the following topical areas:

- Parks Policies (page 11-4)
- Trails Policies (page 11-6)
- Open Space Policies (page 11-7)

PARKS POLICIES

POLICY OS-1: Provide for the needs of all people in the parks system, regardless of their socioeconomic status, ethnicity, physical capabilities, or age.

POLICY OS-2: Require the provision of recreation facilities concurrent with the development they serve.

POLICY OS-3: Require new development to provide implementation strategies for the funding of both active and passive parks and recreational sites.

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



ACTION OS-3.1: The City shall pursue the implementation of funding mechanisms to provide for the long-term maintenance of parks and/or trails in those instances where funding is not available from other sources.

POLICY OS-4: **The City of Eastvale supports the development, maintenance, and enhancement of parks and trails serving a variety of needs at the neighborhood, community, and city-wide level. To accomplish this, the City will work with the Jurupa Community Services District and the Jurupa Area Recreation and Park District to transition responsibility for public parks in Eastvale to the City.**

ACTION OS-4.1: The City shall conduct a “nexus study” to determine the demand for parkland in the city and the reasonable relationship between the demand and the type of development project to support the imposition of parkland dedication and/or fees.

ACTION OS-4.2: The City shall adopt a comprehensive Parks and Trails Master Plan which provides parks criteria, planned parks, and off-street recreational, walking, equestrian, and multi-use trails. Prior to the adoption of the parks standards and the Parks and Trails Master Plan, the City shall require the provision of parks as part of development projects to implement the City’s parkland standards. The size, location, and facilities provided in these parks may be determined on a case-by-case basis.

ACTION OS-4.3: To the extent consistent with applicable state law, the City shall develop criteria defining the types of parks and trails to be developed, including criteria defining desired:

- Park types and sizes
- Park facilities by type
- Locational criteria
- Spacing
- Trails and related facilities by type and function
- Maintenance requirements

POLICY OS-5: **Until the City establishes its own parks operation in fulfillment of Policy OS-4, the City will work with the Jurupa Community Services District and the Jurupa Area Recreation and Park District to provide parks, recreation, and trails.**

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



ACTION OS-5.1: As part of the review of development projects, ensure that public parks and trails are provided which meet the City’s criteria and which implement the City’s Parks and Trails Master Plan (once it has been adopted).

ACTION OS-5.2: Coordinate with the JCSD and the JARPD in the review of residential developments requiring parks and recreation facilities.

POLICY OS-6: New residential developments may be required to, at a minimum, provide parks consistent with the Quimby Act (California Government Code Section 66477), through land dedication, fees in lieu, or on-site improvements at a standard of 5 acres of land for parks per 1,000 residents. Land dedication and/or payment of in-lieu fees shall be required consistent with state law. Land dedication and/or fees may be required pursuant to other policies in this chapter with or without the use of the authority provided in the Quimby Act, or in combination with the Quimby Act and other legal authority.

ACTION OS-6.1: The City will adopt standards designating which types of lands shall be considered “parks” for the purpose of implementing Quimby Act requirements.

TRAILS POLICIES

POLICY OS-7: The trails system in Eastvale should provide for connectivity, so that all trails are linked to the extent possible for greater use as recreational and travel routes. The following features should be included in the trails system:

- Trails should link residential areas with parks, commercial and office areas, and other destinations.
- Trails along major roadways should avoid meanders or other design features which make bicycle use less convenient or safe.
- Trails should be located off-street to the extent possible.
- Easements such as access roads should be placed in joint use as trails.

Please see Action OS-5.1, above.

POLICY OS-8: Trails should be designed with the safety of users and adjacent property owners in mind. To the extent possible, the bicycle trails system should provide safe, off-street options suitable for use by children and less-experienced riders.

CHAPTER 11: PARKS, RECREATION, AND OPEN SPACE



ACTION OS-8.1: Involve the Eastvale Police Department and the Riverside County Fire Department in the review of proposed trail locations and designs.

ACTION OS-8.2: Coordinate with the JCSD and the JARPD in the review of projects containing trails.

POLICY OS-9: Trails which parallel streams should be primarily located beyond the riparian corridor and wetlands to minimize wildlife impacts and shall be restricted to non-motorized traffic.

Please see the Circulation and Infrastructure Chapter of this General Plan for policies related to adjusting the City's roadway system to provide additional opportunities for off-street trails.

OPEN SPACE POLICIES

POLICY OS-10: The City will work with other local and regional agencies to implement the master plan for the Santa Ana River.

POLICY OS-11: The City will encourage development along the Santa Ana River to take advantage of river views and to provide access to the river consistent with safety and the need to protect sensitive resources. Examples include:

- Orienting development to face the river and take advantage of views.
- Placing single-loaded roadways adjacent to the river to open up and maintain views and access (where consistent with ownership and restrictions on public access).

INTRODUCTION

This Safety Chapter contains goals, policies, objectives, and actions which seek to make Eastvale a place that is safe for residents, businesses, and visitors. This chapter, therefore, seeks to take a reasonable approach, making those improvements necessary to reduce or eliminate hazards, while recognizing that some hazards will remain despite the best efforts of the City and other agencies.

SAFETY HAZARDS IN EASTVALE

Like many places in California, Eastvale is subject to a variety of potential safety hazards. Some hazards are created by the natural environment; others are man-made and result from human activities.

This chapter briefly describes the following types of safety issues that affect Eastvale:

- Seismic Events
- Seismically Induced Liquefaction
- Slope & Soil Instability
- Subsidence and Expansive & Collapsible Soils
- Flooding & Inundation
- Fire
- Hazardous Materials & Waste
- Disaster Preparedness
- Critical Facilities and Lifelines

SEISMIC HAZARDS

While Eastvale is at risk from many natural and man-made hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of Southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects, and can overwhelm the ability of local jurisdictions to respond. In Eastvale, earthquake-triggered geologic effects include ground shaking, landslides, liquefaction, and subsidence. Earthquakes can also cause human-made hazards such as fires and toxic chemical releases.



Flooding on the Santa Ana River is a safety issue. In this photo, flooding in 2010 submerges buildings built in the floodplain.

Earthquake risk is very high in western Riverside County (which includes Eastvale), due to the presence of two of California's most active faults: the San Andreas and San Jacinto.

Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes have generally been made more stringent following damaging earthquakes. Because most of Eastvale was built after 1990, problems which exist in other parts of Riverside County related to older buildings are either non-existent or very limited in the city.

In addition to ground shaking, earthquakes can also lead to other, secondary effects as described below. Maps showing areas in Eastvale that are potentially affected by these hazards are shown in the Environmental Impact Report for this General Plan and are available online and from other locations.

Fault Rupture

Damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, but proximity to a rupturing fault can cause profound damage. Although this is an issue elsewhere in Riverside County, there are no known faults in Eastvale; fault rupture is therefore not considered an issue.

Seismically Induced Liquefaction

All of Eastvale has been identified as having a moderate to high susceptibility to liquefaction, a very destructive secondary effect of strong seismic shaking. Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks, and a water-soil slurry bubbles onto the ground surface.

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping. Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Areas identified as susceptible to liquefaction are identified in Figure S-1.¹

¹ *Note to the Reader: The maps in this Chapter are for general information only and should not be used for the actual assessment of the risk of any type of hazard. Detailed maps published by the state and federal governments and other authoritative sources should be used to determine whether a given site is affected by any type of hazard.*

FIGURE S-1: GENERALIZED LIQUEFACTION

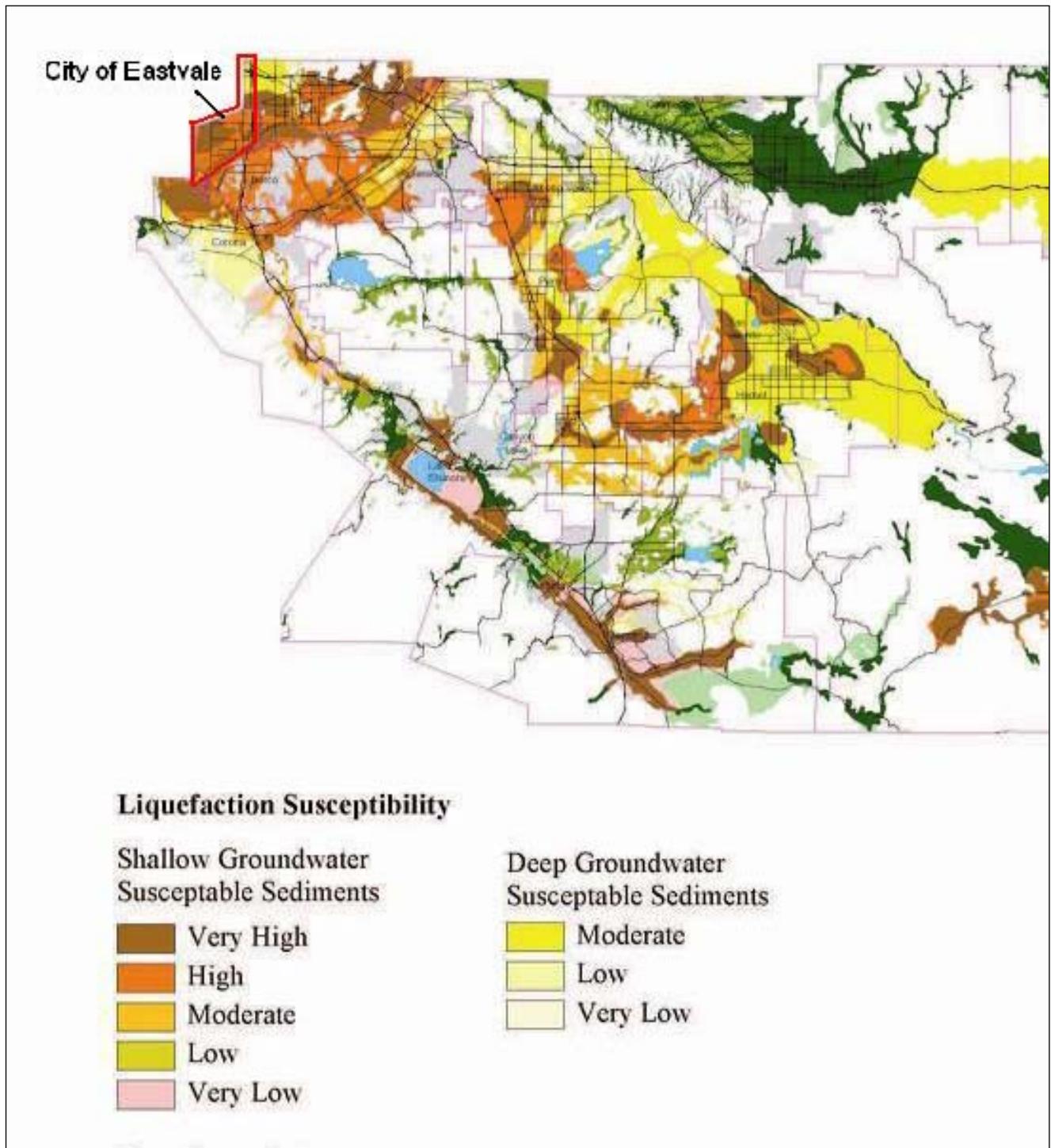


FIGURE S-2: DOCUMENTED SUBSIDENCE AREAS

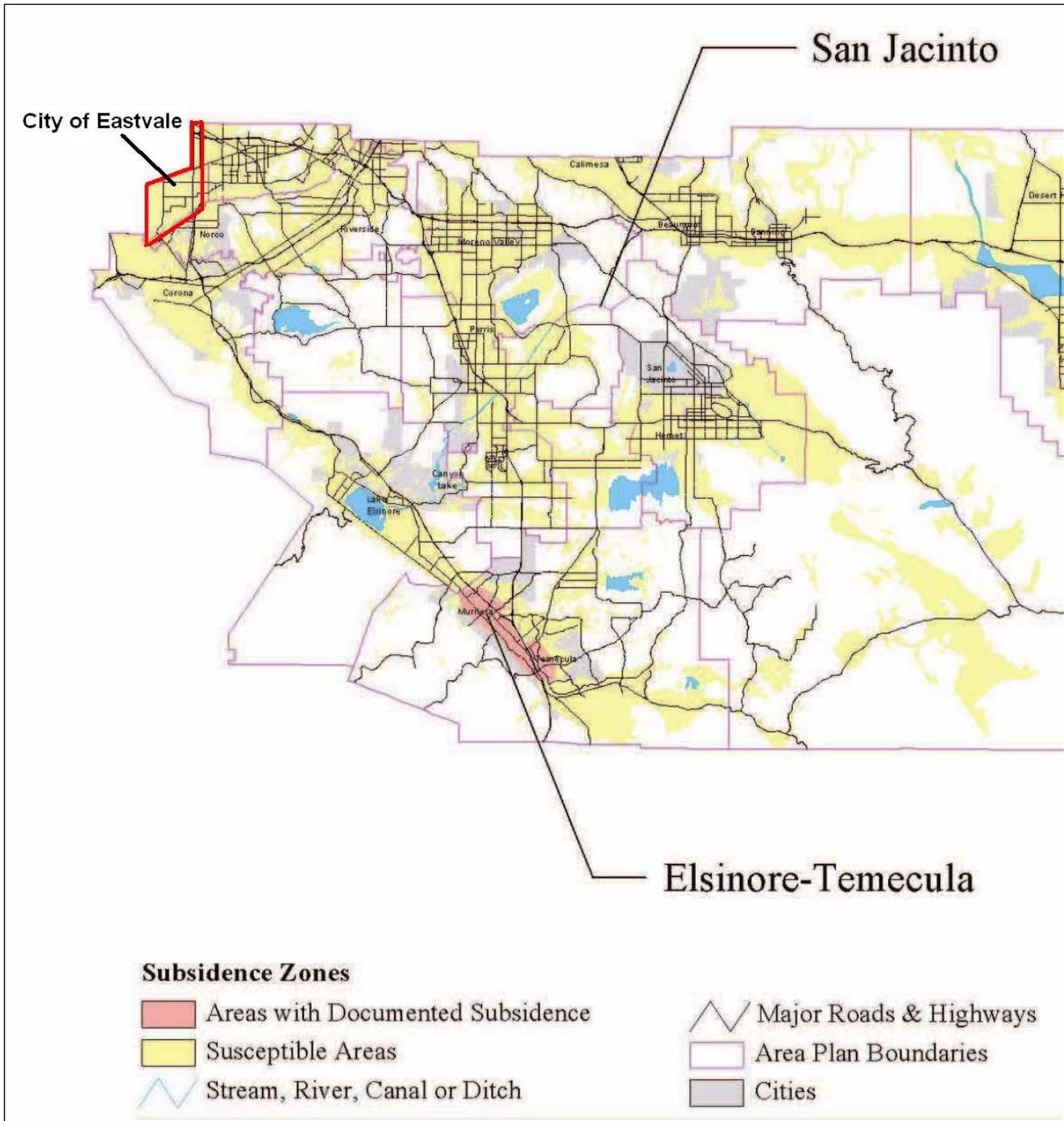
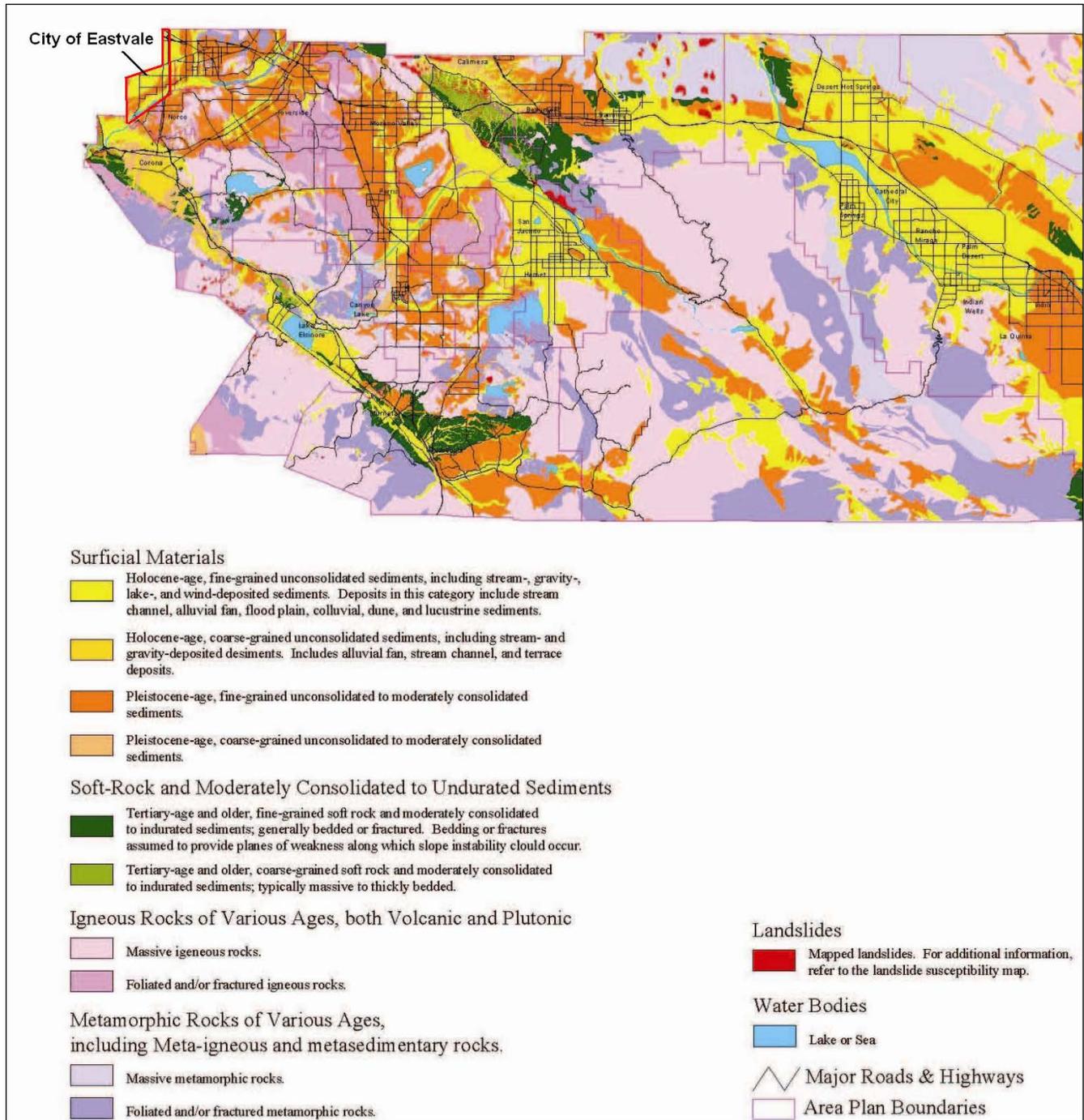




FIGURE S-3: ENGINEERING GEOLOGIC MATERIALS MAP



Subsidence and Expansive & Collapsible Soils

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes and the long-term extraction of underlying groundwater, oil, or gas. All of Eastvale is susceptible to subsidence. Figure S-2 shows areas in Eastvale which are subject to subsidence.

Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as in low-lying alluvial basins. Figure S-3 shows general geologic conditions in Eastvale.

Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. Homeowner involvement is required to maintain these standards. Homeowners are important because moisture control and modified drainage can minimize the effects of expansive soils. Homeowners should be educated about the importance of maintaining a constant level of moisture below their home's foundation.

Hydroconsolidation, or soil collapse, typically occurs in recently deposited, Holocene (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. These soils collapse when they are saturated by water; rapid, substantial settlement results. An increase in surface water infiltration, such as from irrigation, or a rise in the groundwater table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack.

Flooding & Inundation

Riverside County has experienced severe flooding many times throughout its history, resulting in the loss of lives and millions of dollars in property damage. Floods are caused by rivers and creeks overrunning their banks, and most property damage has occurred where development has been allowed without regard for flood hazard.

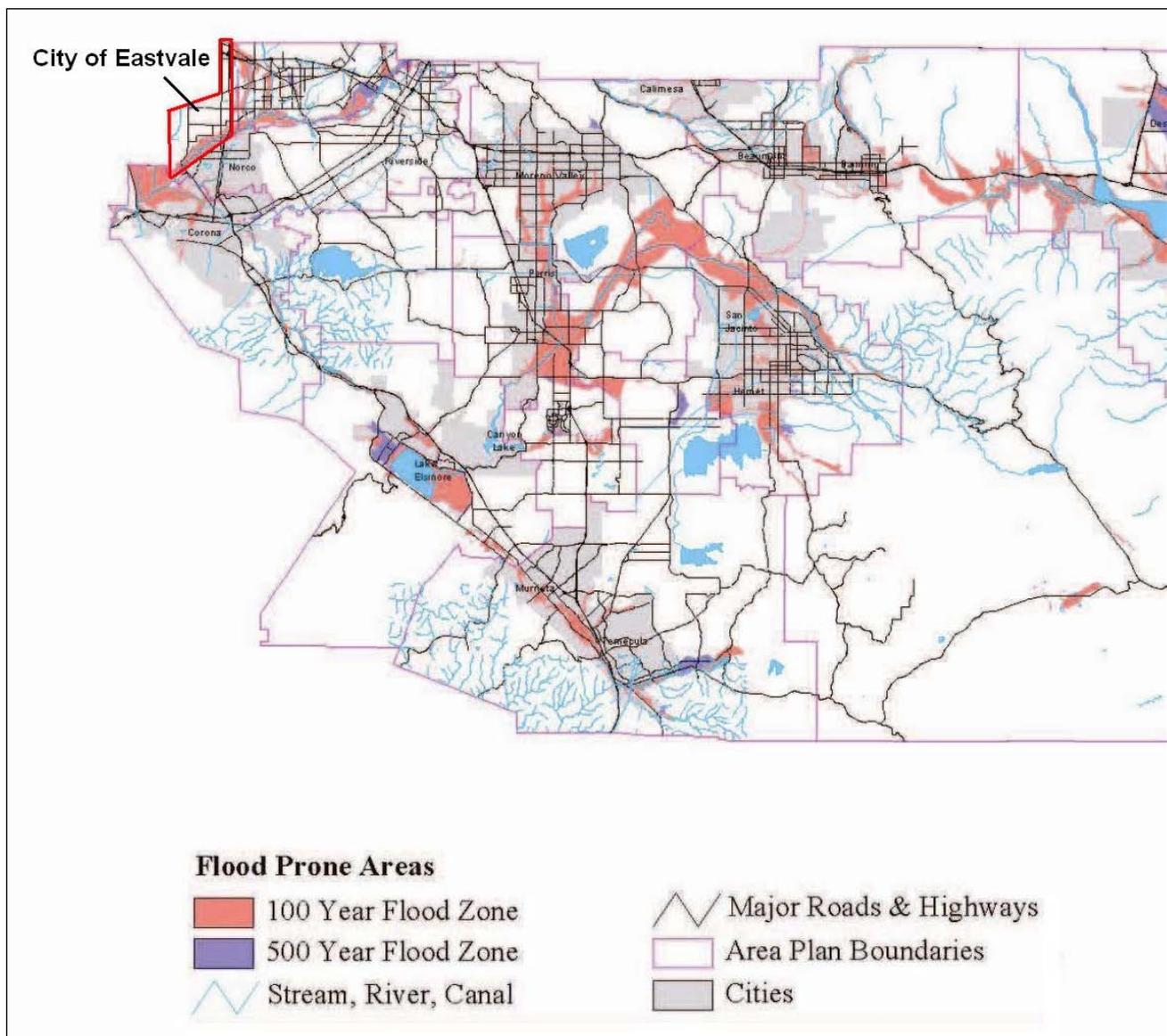
In Eastvale, flood hazards are limited to the area along the Santa Ana River. These areas are planned (*please see the Land Use Chapter of this General Plan*) for uses consistent with periodic flooding (such as open space and parks). In the developed areas of Eastvale, flood control facilities are in place that protect homes and businesses from flooding.

Figure S-4 illustrates 100- and 500-year flood hazard zones. *Note to the Reader: Although recent changes in state law require cities to identify areas subject to "200-year" flooding, FEMA has not yet (as of 2012) mapped these areas for Eastvale. These areas will be more extensive than the 100-year flood zones shown in Figure S-4.*

One additional type of flooding that can occur is the catastrophic flood caused by the failure of a dam. Eastvale is not in an area that would be affected by inundation due to the failure of an upstream dam.

Finally, some areas in Eastvale will be subject to an increased likelihood of flooding when the raising of the spillway at Prado Dam (to an elevation of 566 feet) is completed. The Orange County Flood Control District is currently (2012) purchasing land or easements for these affected areas, which in Eastvale are mostly located along the Santa Ana River.

FIGURE S-4: 100- AND 500-YEAR FLOOD HAZARD ZONES



Fire Hazards

The portion of Eastvale near the Santa Ana River has been identified as having a moderate susceptibility to wildfire, due to the presence of wild vegetation along the river.

Wind-Related Fire Hazards

Wildland fires which occur while Santa Ana winds are present constitute a worst-case fire suppression scenario. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25% of each year. Therefore, there is a statistically significant chance that this worst-case fire suppression scenario could occur.

Hazardous Materials & Waste

Technically, the term “hazardous materials” would include the entire spectrum of such substances from pre-product materials to waste.

- *Pre-product materials* are considered to have value and are used in or are the purpose of the manufacturing process, and are referred to as hazardous *materials*. Because they have value, hazardous materials are subject to proper management procedures.
- *Waste* is just that—the valueless byproduct of the manufacturing process that must be disposed of—and is referred to as hazardous *waste*. Hazardous materials which have been spilled, disposed, dumped, or are otherwise released into the environment immediately become hazardous waste.

Although the term hazardous waste is much more widely known, and the effects of its poor management are very evident, hazardous materials are actually more commonly in close proximity to the general public. Hazardous materials are more frequently transported on freeways and public roads and are more frequently stored in close proximity to residential areas.

An excellent example is the local service station which stores thousands of gallons of the highly volatile, flammable, and carcinogenic material, gasoline, adjacent to or near residential development with virtually no concern on the part of the public.

Hazardous waste, on the other hand, is in the spotlight of public concern. The Love Canal, Stringfellow Acid Pits, Times Beach, and other incidents have dramatically publicized the result of improper disposal of hazardous waste and have emphasized the need for strict regulation and management of hazardous waste.

Critical Facilities and Lifelines

Critical facilities are parts of infrastructure that must remain operational after a disaster or facilities that pose unacceptable risks to public safety if severely damaged. In Riverside County, critical facilities include schools, hospitals, fire and police stations, emergency operation centers, communication centers, dams, and industrial sites that use or store explosives, toxic materials, or petroleum products. It is essential that critical facilities have no structural weaknesses and remain operable in the event of an areawide emergency.



Eastvale's newest fire station opened in October 2011.

Police and Fire Protection

Police protection in Eastvale is provided by the Eastvale Police Department, whose personnel and equipment are provided by the Riverside County Sheriff's Department under contract to the City of Eastvale. The headquarters for the Eastvale Police Department is located at the Sheriff's Jurupa Valley station. Additional information on police services is available at <http://www.riversidesheriff.org>, the official website of the Riverside County Sheriff.

Fire protection in Eastvale is provided by the Riverside County Fire Department, which operates in coordination with the California Department of Forestry and Fire Protection. Additional information on fire protection services is available at www.rvcfire.org, the official website of the Riverside County Fire Department.

Airports

A portion of Eastvale (generally, the northwest portion of the city south of Bellegrave Avenue and east of Hellman Avenue) is within the Chino Airport Influence Area. Chino Airport (CNO), formerly known as Cal Aero Field, is a general aviation reliever airport, which serves private, business, and corporate tenants from Southern California.²

The Riverside County Airport Land Use Commission (RCALUC) has adopted an Airport Land Use Compatibility Plan for the portion of Eastvale in the Chino Airport Influence Area, see Figure S-5. Additional information is available at www.rclaus.org.

As of the writing of this General Plan (2012), the master plan for Chino Airport is being updated. Therefore, the reader is directed to refer to the latest official documents prepared by San Bernardino County and RCALUC defining the areas affected by the airport and limitations on land uses in these areas.

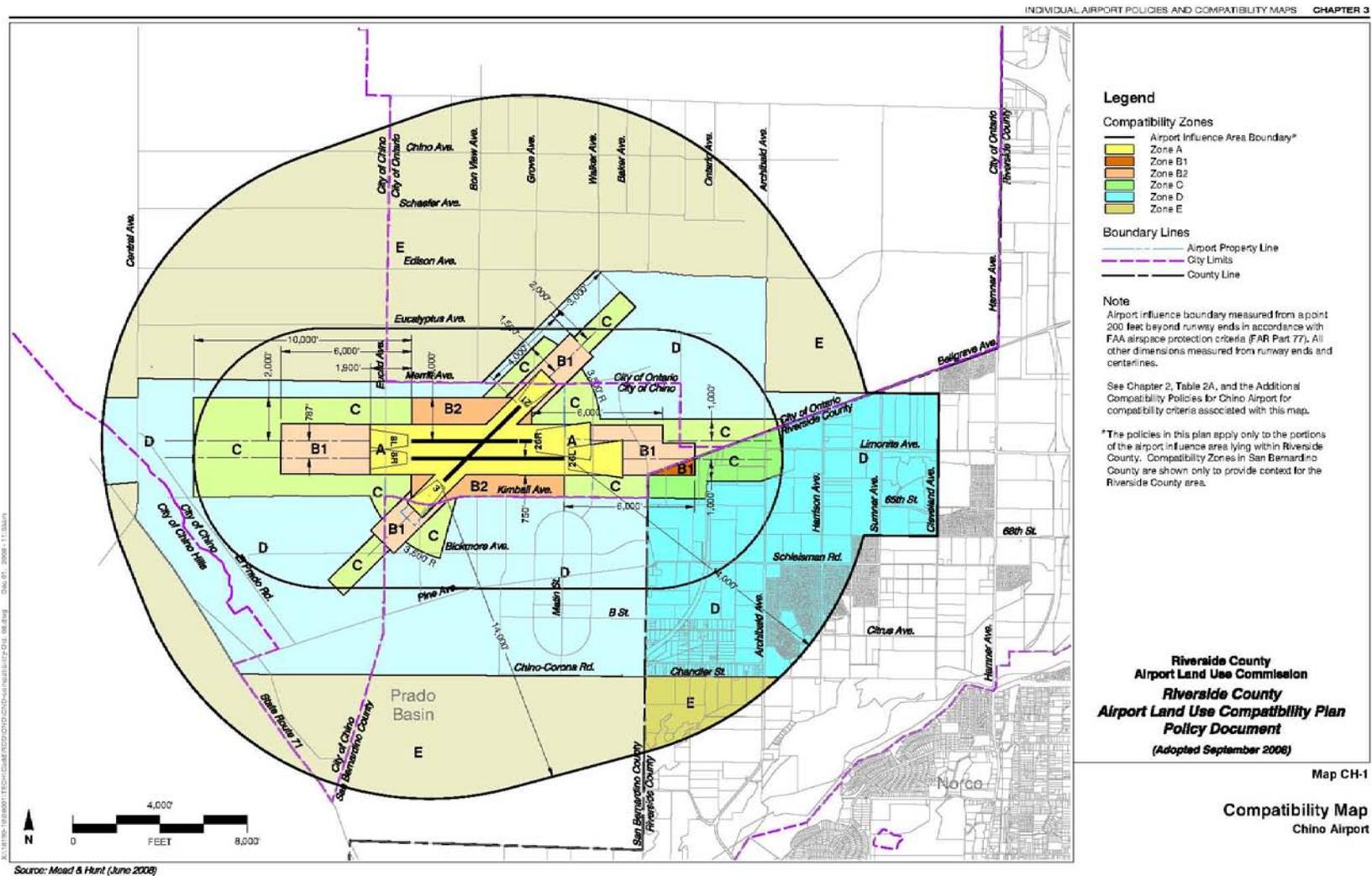
² Source: County of San Bernardino

CHAPTER 12: SAFETY



CITY OF EASTVALE

FIGURE S-5: AIRPORT LAND USE COMPATIBILITY MAP, 2008



SAFETY GOALS AND POLICIES

GOAL S-1: Provide a safe and healthy environment for all Eastvale residents that includes adequate levels of police and fire protection, safe housing, and safe places to work and play.

GOAL S-2: Reduce, to the extent possible, the risk and exposure of life, property, and the environment to hazardous conditions and events such as earthquakes, landslides, wildfires, floods, inundation, emergencies, and toxic releases.

GOAL S-3: Coordinate planning activities and development proposals with law enforcement capabilities to create communities, neighborhoods, and conditions that enhance community safety and emergency disaster response.

POLICIES

The following policies implement the City's safety goals. Policies are provided in the following topical areas:

- General Safety Policies (page 12-11)
- Hazard-Specific Issues and Policies (page 12-11)
 - Flood & Inundation Hazards (page 12-12)
 - Fire Hazards (page 12-13)
 - Hazardous Materials & Waste (page 12-13)
 - Critical Facilities and Lifelines and Disaster Recovery (page 12-14)
 - Airport Safety (page 12-15)
 - Fire Protection (page 12-15)
 - Police Protection (page 12-16)

GENERAL SAFETY POLICIES

POLICY S-1: The City shall seek to ensure that new structures are protected from damage caused by earthquakes, geologic conditions, soil conditions, and other potential hazards.

ACTION S-1.1: Mitigate hazard impacts through adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified.

ACTION S-1.2: Enforce state laws aimed at identification, inventory, and retrofit of existing vulnerable structures.

ACTION S-1.3: Require structural and nonstructural assessment and, when necessary, mitigation, of other types of potentially hazardous buildings that are undergoing substantial repair or improvements resulting in more than half of the assessed property value. Potential implementation measures could include:

- a) Use of variances, tax rebates, fee waivers, credits, or public recognition as incentives.
- b) Inventory and structural assessment of potentially hazardous buildings based on screening methods developed by the Federal Emergency Management Agency.
- c) Development of a mandatory retrofit program for hazardous, high occupancy, essential, dependent, or high-risk facilities.
- d) Development of a mandatory program requiring public posting of seismically vulnerable buildings.

HAZARD-SPECIFIC ISSUES AND POLICIES

Seismically Induced Liquefaction, Slope & Soil Instability, Subsidence and Expansive & Collapsible Soils:

POLICY S-2: All new development shall be designed and constructed to conform with the Building Code and other applicable codes and other safety standards related to seismic and geologic hazards.

ACTION S-2.1: Require geological and geotechnical investigations in areas with potential for seismically induced liquefaction or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and for any structure whose damage would cause harm.

POLICY S-3: The City encourages research into new foundation design systems that better resist the climatic, geotechnical, and geological conditions present in Eastvale and Riverside County.

Flood & Inundation Hazards

POLICY S-4: Development in floodplains or floodways shall not obstruct flows or adversely affect upstream or downstream properties with increased floodwater volumes, velocities, erosion backwater effects, or concentrations of flows.

ACTION S-4.1: Require all proposed projects to address and mitigate any adverse impacts the project may have on the carrying capacity of local and regional storm drain systems.

POLICY S-5: Critical facilities shall not be permitted in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.

POLICY S-6: All residential, commercial, and industrial structures shall be flood-proofed from the 200-year storm flow, and the finished floor elevation shall be constructed at such a height as to meet this requirement.

POLICY S-7: Critical facilities should be constructed at an elevation to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies.

POLICY S-8: Development using, storing, or otherwise involved with substantial quantities of on-site hazardous materials shall not be permitted, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied, and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.

ACTION S-8.1: Enforce provisions of the Building Code as it relates to flooding and hazardous materials. Specific flood-proofing measures may require use of paints, membranes, or mortar to reduce water seepage through walls; installation of watertight doors, bulkheads, and shutters; installation of floodwater pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is elim-

inated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls.

POLICY S-9: Any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.

Fire Hazards

POLICY S-10: All proposed construction shall meet minimum standards for fire safety as defined in the City's Building or Fire codes, based on building type, design, occupancy, and use.

POLICY S-11: Development in hazardous fire areas shall include secondary public access, unless determined otherwise by the Fire Chief.

Hazardous Materials & Waste

POLICY S-12: The City will work with responsible agencies to identify and prevent potential hazardous waste releases.

POLICY S-13: The City will regulate the storage of hazardous materials consistent with state and federal law. The City shall not permit above- or below-ground tanks without considering the potential hazards that would result from the release of stored liquids caused by rupture, collapse, or leaks, and may request applicants to have an emergency response plan.

POLICY S-14: The City will work with responsible agencies to ensure that all industrial facilities are constructed and operated in accordance with the most current safety and environmental protection standards.

ACTION S-14.1: The City shall require commercial businesses, utilities, and industrial facilities that handle hazardous materials to:

- Install automatic fire and hazardous materials detection, reporting, and shut-off devices; and
- Install an alternative communication system in the event power is out or telephone service is saturated following an earthquake.

ACTION S-14.2: The City will encourage private businesses, consortiums, and neighborhoods to be self-sufficient in an emergency by:

- Maintaining a fire control plan, including an on-site firefighting capability and volunteer fire response teams to respond to and extinguish small fires.
- Identifying medical personnel or local residents who are capable and certified in first aid and CPR.
- Providing information on emergency practices and evacuation procedures to all residents, businesses, and participants.

POLICY S-15: The City will coordinate with all appropriate local, county, state, and federal agencies in hazardous materials route planning, notifications, and incident response to ensure appropriate first response to hazardous material incidents.

Critical Facilities and Lifelines and Disaster Recovery

POLICY S-16: Damage must be minimized for critical facilities, and susceptibility to structural collapse must be minimized, if not eliminated.

ACTION S-16.1: Ensure that special development standards, designs, and construction practices reduce risk to tolerable levels for projects involving critical facilities, large-scale residential development, and major commercial or industrial development through conditional use permits and the subdivision review process.

ACTION S-16.2: Require that planned lifeline utilities, as a condition of project approval, be designed, located, structurally upgraded, fit with safety shutoff valves, be designed for easy maintenance, and have redundant backup lines where unstable slopes, earth cracks, or areas of liquefaction cannot be avoided.

ACTION S-16.3: Coordinate with the Public Utilities Commission (PUC) and/or utilize the Capital Improvement Program to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas and petroleum pipelines, and major electrical and telephone conduits that:

- Extend through areas of high liquefaction potential;
- Are located on collapsible or expansive soils;
- Traverse earth cracks or landslides; or

- Require extra design considerations for lifelines across subsidence areas.

POLICY S-17: The City will participate in regional disaster recovery planning and implementation.

ACTION S-17.1: Develop plans for short- and long-term post-disaster recovery which complement plans of adjacent jurisdictions, Riverside County, and San Bernardino County.

Airport Safety

POLICY S-18: The City shall consider the compatibility criteria in the Airport Land Use Compatibility Plan for Chino Airport in the review of potential land uses or projects within the area affected by the airport. Projects shall be approved only where consistency with the compatibility criteria in the Airport Land Use Compatibility Plan can be demonstrated.

ACTION S-18.1: Review projects to ensure consistency with the Airport Land Use Compatibility Plan compatibility criteria at the earliest possible stage of the planning/entitlement process.

POLICY S-19: The City shall ensure that new development near the Chino Airport is designed to protect public safety from airport operations consistent with recommendations and requirements of the Airport Land Use Commission, the Federal Aviation Administration, and other responsible agencies. It shall be the City's intent to comply with all state laws related to airport land use planning.

Fire Protection

POLICY S-20: The City shall work with the Riverside County Fire Department to ensure the safety and protection of Eastvale and its community members.

ACTION S-20.1: The City will work with the County Fire Department through the review of proposed development projects to ensure that fire safety issues are considered.

Police Protection

POLICY S-21: The City shall ensure the safety and protection of Eastvale and its community members by providing appropriate first response to emergencies and ensuring that sufficient resources are available to provide adequate protection as the community grows.

ACTION S-21.1: The City will maintain and enhance community safety through coordinated regional emergency, law-enforcement, and protective services systems.

ACTION S-21.2: The City will work with the Police Department through the review of proposed development projects to ensure that public safety issues are considered prior to construction and occupancy.

POLICY S-22: **The City will seek to maintain and enhance communications between community residents and the police through regular meetings and a visible community policing program.**

POLICY S-23: **The City encourages the design of neighborhoods and buildings in a manner that discourages crime and promotes security and safety for people and property.**

Please see the Design Chapter of this General Plan for additional policies related to the design of neighborhoods and buildings.

POLICY S-24: **The City encourages the use of Crime Prevention Through Environmental Design (CPTED) principles in the design of private development projects and public facilities. These basic principles include:**

Natural Surveillance

A design concept directed primarily at keeping intruders easily observable. Promoted by features that maximize visibility of people, parking areas, and building entrances: doors and windows that look out on to streets and parking areas; pedestrian-friendly sidewalks and streets; front porches; and adequate nighttime lighting.

Territorial Reinforcement

Physical design can create or extend the area in which users develop a sense of territorial control. Potential offenders, perceiving this control, are discouraged. This experience is promoted by features that define property lines and distinguish private spaces from public spaces by using landscape plantings, pavement designs, gateway treatments, and “CPTED” fences.



Natural Access Control

A design concept directed primarily at decreasing crime opportunity by denying access to crime targets and creating a perception of risk in the mind of the offender. This is gained by designing streets, sidewalks, building entrances, and neighborhood gateways to clearly indicate public routes and discouraging general access to private areas through structural and design elements.

Target Hardening

Target hardening is accomplished by features that prohibit entry or access (such as window locks, deadbolts for doors, and interior door hinges). Offenders will seek easier targets, reducing crime in areas where these features are used.

INTRODUCTION

“Sustainability” is the term used to show how the City of Eastvale will balance the various interests and needs of existing and future residents. This encompasses established principles of good planning and advocates a proactive approach to future development.

The concept of sustainability is generally defined as meeting the needs of current generations without compromising the ability of future generations to meet their own needs. In practical terms, a sustainable approach reduces resource consumption, avoids pollution, develops in harmony with the environment, and helps people live healthier lives. Sustainable development considers the impact of decisions on the key aspects of sustainability:

- The **Environment**;
- The local **Economy**; and
- The **Equity** of such decisions on all people.

Ensuring that a given decision or action promotes all three concepts is the basis for many of the policies and programs in this General Plan. Sustainability is reflected throughout this General Plan as a concept which is applied to all aspects of the City’s operations. Examples of the principles for each of these areas include the following:



Design that incorporates nature is part of an overall strategy to build a sustainable community.

ENVIRONMENT

Sustainability is related to the physical environment in many ways, and addresses both manmade and natural environments. Examples include:

- Compact, walkable, mixed-use development
- Infill development
- Open space
- Preservation of natural resources
- The efficient use of energy and resources such as water, soil, building materials, etc.

ECONOMY

Maintaining a strong economy whose vitality can be relied on well into the future is key to sustainability. Concepts in this General Plan that promote a healthy Eastvale economy include:

- Strong local and regional economies.
- Jobs/housing balance.
- Energy and resource efficient industries.
- Energy and resource efficient buildings.
- Economic opportunity for all segments of the community.
- Availability of goods and services to serve the community.

EQUITY

“Equity” in terms of Sustainability means ensuring equal access to the benefits of living and working in Eastvale and equal exposure to potential risks and hazards—essentially, dealing fairly with all segments of the community. Ideas in this General Plan that promote equity include:

- Adequate housing for all income levels.
- A fair and predictable land use planning process.
- Development that is equitable in terms of sharing costs and benefits among users and those that would benefit.
- Fair treatment in the development, adoption, and enforcement of regulations and policies.
- Alternative transportation options to increase circulation and access throughout the city.

SCHOOLS AND EDUCATION

The policies in this section support educational facilities and programs for all residents of Eastvale, at whatever stage of life they find themselves. Eastvale recognizes the importance of lifelong opportunities for residents to learn and expand their skills and knowledge. A sustainable education system will provide residents with access to the facilities and resources they need in order to gain knowledge and skills to pursue satisfying careers. Education plays a key role in promoting a strong economy by providing a skilled workforce. Education is a powerful tool for promoting a greater understanding of sustainability and can demonstrate how everyone has a role to play in the social, economic, and environmental health of their community.

GOOD GOVERNMENT

While this General Plan seeks to demonstrate the City's commitment to good government by integrating sustainable principles in all chapters of this Plan, this chapter will demonstrate Eastvale's commitment as a leader in sustainability efforts by supporting greater public participation, providing access to needed services to all residents, and creating a system of government truly representative of all its residents. The City of Eastvale will lead by way of example, by ensuring that public processes are open and accessible to the full public, and by working cooperatively with surrounding jurisdictions to solve regional problems.

ECONOMIC DEVELOPMENT/WORKFORCE DEVELOPMENT

Eastvale is committed to providing a sustainable economy that delivers diverse employment opportunities to its residents, while addressing the environmental and social impacts of businesses' and consumers' actions. The Economic Development Chapter of the General Plan outlines policies that promote a sustainable economy by ensuring a well-trained workforce, access to an appropriate range and supply of local jobs and services, and energy-efficient business operations.

SOCIAL AND COMMUNITY SYSTEMS

These policies address the concept of community systems and their importance to a well-functioning community. Social, cultural, religious, and issue-oriented systems within the community function and interrelate to impact sustainability. The General Plan considers how these groups and systems can work cooperatively to enhance broad goals of the City and function more effectively with support of the local government and population.

SUSTAINABILITY GOALS AND POLICIES

GOAL SUS-1: Economy: Establish and maintain a diverse and sustainable local economy.

GOAL SUS-1: Environment: Effectively manage and enhance the natural environment of Eastvale, protecting natural resources and systems in coordination with growth and development.

GOAL SUS-2: Equity: Ensure that all persons in Eastvale have equal and fair access to governmental services and programs, and equal protection from environmental burdens.

POLICIES

The policies below are intended to address sustainability issues within the City of Eastvale. Policies in this chapter are grouped into the following general categories, although any of the policies may be applied to any situation if it applies:

- Schools and Education (page 13-5)
- Good Government (page 13-6)
- Economic Development/Workforce Development (page 13-6)
- Social and Community Systems (page 13-6)

SCHOOLS AND EDUCATION POLICIES

POLICY SUS-1: The City will work with the Corona-Norco Unified School District to coordinate the planning of future land use and school facilities and will encourage the district to identify school site locations and routes that are safe for children to walk or bike to school (also known as “Safe Routes to School”).

POLICY SUS-2: To allow for multiple uses and programs by the City and school district, co-location of schools by the Corona-Norco School District and parks by the Jurupa Community Services District (JCSD) is encouraged.

CHAPTER 13: SUSTAINABILITY



GOOD GOVERNMENT POLICIES

- POLICY SUS-3:** The City shall not approve developments or programs that will create significant inequities in service provision across economic segments of the community.
- POLICY SUS-4:** The City shall support the active participation of City Council members, Planning Commissioners, City staff, and other local leaders in addressing and resolving regional issues such as traffic, housing, parking, open space, and air quality.
- POLICY SUS-5:** The City is committed to providing open, inclusive, and participatory planning processes that include full consideration of the values, opinions, and needs of all segments of the community.

ECONOMIC DEVELOPMENT/WORKFORCE DEVELOPMENT

Please refer to the Economic Development Chapter for policies addressing economic development and workforce development.

SOCIAL AND COMMUNITY SYSTEMS POLICIES

- POLICY SUS-6:** The City shall support events and gatherings designed to enhance the image of the city and strengthen the bonds of local residents. Examples include community fairs; City Hall open houses; family-themed events; parades; blood drives; and child fingerprinting and immunization.
- POLICY SUS-7:** The City shall increase opportunities and seek to increase interest in safe outdoor activities.
- POLICY SUS-8:** The City shall seek to provide increased opportunities for seniors and persons with disabilities to remain in their homes and neighborhoods by encouraging the inclusion of design features in homes (such as ramps, lowered counters, wider hallways, etc.) that allow the homes to remain accessible as their residents' mobility decreases.



**HOUSING NEEDS
ASSESSMENT**



APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

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PUBLIC PARTICIPATION

State law requires that “the local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element . . .” (Government Code Section 65583). To satisfy this requirement, the City pursued several outreach strategies, as detailed below.

Online Survey – The City prepared and hosted an online survey on its website. The survey was designed to be accessible to the maximum number of stakeholders and members of the general public as possible and was available between March 12, 2013, and April 9, 2013. The survey was advertised to the general public via the City’s website, Twitter, and the City’s Facebook page as well as Facebook pages for the Chamber of Commerce, Eastvale News, CVParent, and Yes on Eastvale. Announcement of the survey was also distributed to local reporters, sent out via e-notification to roughly 1,200 subscribers, and distributed to key stakeholders via e-mail. The City also distributed the survey to the following organizations to gain feedback on the Housing Chapter:

- The Foundation for Community and Family Health
- Corona-Norco Settlement House
- Corona-Norco Unified School District
- David & Margaret Youth Family Services
- Sunshine Foster Kinship Support Group
- Inspire Life Skills Training
- Riverside County Child Care Consortium
- Community Action Partnership of Riverside County
- Fair Housing Council of Riverside County, Inc.
- BRIDGE Housing Corporation
- Southern California Association of Nonprofit Housing

Social Media (Facebook and Twitter) – The City of Eastvale’s residents rely heavily on the Internet and social networking sites for information and community-building. The City recognized this and included Facebook and Twitter as part of its effort to reach out to citizens who otherwise wouldn’t be informed of important information regarding the Housing Chapter.

City of Eastvale Website – The City’s website is used to inform residents of government and community events and transmit important information. The website was used for this project to inform residents of the Housing Chapter update process and provide access to the online survey. The Housing Chapter will be posted for review prior to submitting to the California Department of Housing and Community Development (HCD) and will be available for the entire 60-day review period. Comments received will be reviewed and addressed and summarized in this section. In addition to the website, hard copies and CD-ROMs will be available at City Hall during its 60-day public review period to ensure availability for all community members.

APPENDIX: HOUSING NEEDS ASSESSMENT



Planning Commission – A Planning Commission public hearing was held on June 5, 2013 and the Planning Commission reviewed and recommended the City Council adopt the Housing Chapter.

City Council – A City Council public hearing was held on June 12, 2013 and the City Council adopted the Housing Chapter.

COMMENTS RECEIVED

Public Review of the Housing Element – The City made the draft Housing Chapter available for review starting in April 2013.

No comments were received.

ONLINE SURVEY RESULTS

Approximately 225 Eastvale residents completed the survey, providing feedback on the availability of housing, factors that influence housing decisions, and the perceived level of importance of special needs groups in the City. Nearly 90% of survey participants own their own home, which is in line with the City's tenure of over 80% homeownership (see Table HNA-11).

The majority of survey participants reported that renting and purchasing safe, decent, and affordable housing in Eastvale is either somewhat easy or very easy for the average person or family. However, 28% of respondents noted that the availability of mortgage/financing is a severe constraint to accessing quality housing. Similarly, 21% of survey participants reported lower income levels as a severe constraint to accessing quality housing in the City.

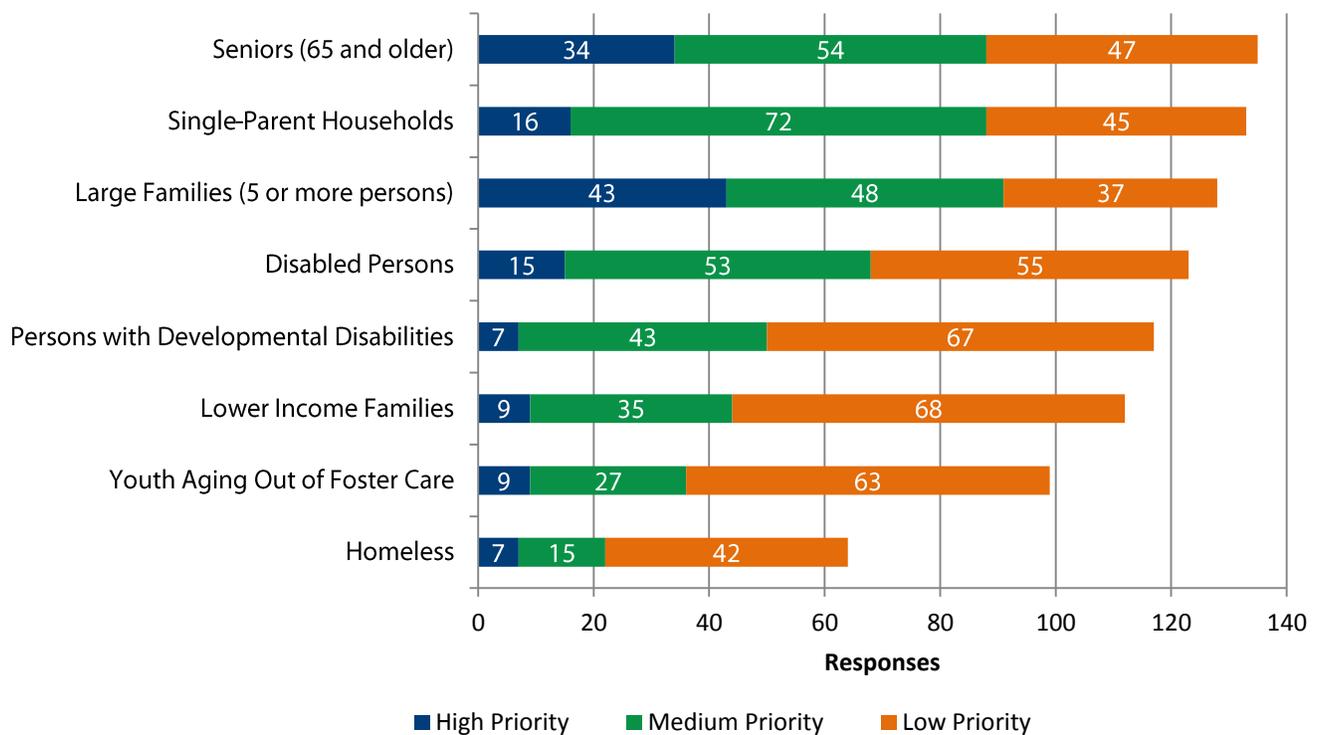
As illustrated in Figure HNA-1, respondents identified large families and seniors as the highest priority special needs groups in the City. The City's current housing stock is supportive of large families and may become more accessible through Housing Chapter policies such as Action H-2.1 (Assistance with Affordable Projects) and Action H-18.3 (Foreclosures). The needs of lower-income senior households are addressed by Actions H-8.1 (Incentives for Development of Housing), H-9.1 (Priority for Affordable Projects), and H-19.1 (Acquisition/Rehabilitation).

APPENDIX: HOUSING NEEDS ASSESSMENT



Respondents also identified single-parent households, disabled persons, and persons with developmental disabilities as general priorities. The needs of single-parent households are addressed by Action H-12.1 (Child-Care Program) and other actions that encourage the development of affordable housing (H-1.2 (Large Sites) and H-2.1 (Assistance with Affordable Projects), for example). The needs of disabled persons and persons with developmental disabilities were addressed in the previous Housing Element with implemented policies that provide for reasonable accommodation and allow for residential care facilities and group homes in residential zones. The current Housing Chapter continues to assist persons with disabilities and developmental disabilities through general housing affordability policies, as mentioned above.

FIGURE HNA-1: SURVEY PARTICIPANT PRIORITIZATION OF HOUSING NEEDS BY SPECIAL NEEDS GROUP



APPENDIX: HOUSING NEEDS ASSESSMENT



EVALUATION OF THE PREVIOUS HOUSING ELEMENT

Per Government Code Section 65588: “Each local government shall review its housing element as frequently as appropriate to evaluate all of the following: (1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal; (2) The effectiveness of the housing element in attainment of the community's housing goals and objectives; (3) The progress of the city, county, or city and county in implementation of the housing element.”

The City's first Housing Chapter was adopted in June 2012. In the short time period between adoption of the previous Housing Chapter and the drafting of this Housing Chapter, the City has achieved considerable progress toward implementing its policies and programs. This section discusses the progress achieved to date and identifies if the City will continue, modify, or delete each action.

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

	Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H-1.1	<p><u>General Plan Land Use Change to Meet the RHNA.</u> To ensure the City has enough land to meet its Regional Housing Needs Allocation (RHNA), the City will amend the Land Use Map of this General Plan to add a minimum of 28 acres to the Highest Density Residential designation (HHDR). The City has identified five possible sites to redesignate (see Table HNA-19 in the Housing Needs Assessment). The City will initially target the three smaller sites (4-13 acres) for rezoning and then rezone portions of larger sites to facilitate subdivisions of 2-10 acres in size.</p> <p>All rezoned sites will permit owner-occupied and rental multi-family developments by right and will not require a conditional use permit, a planned unit development permit, or any other discretionary review. All sites will accommodate a minimum of 20 units per acre and at least 16 units per site, per state law requirements. Although density is not determined by the zoning, to ensure multi-family development is permitted, the City will also rezone the sites to the R-4 zone permitting owner-occupied and rental multi-family development by right.</p>	<p>Planning Department</p> <p>Complete zoning within one year of adoption (by July 2013)</p>	<p>In February 2012 the City amended the I-15 Specific Plan to designate 10 acres of land to the HHDR general plan designation, allowing for at least 30 units per acre. With the completion of this specific plan amendment the City had 18 acres remaining that needed to be rezoned in order to meet its lower-income RHNA shortfall. In January 2013, the City reached out to multiple nonprofit developers and determined that 22 units per acre was appropriate to meet the lower-income RHNA. Because of this, the City can rely on land that is currently available within the City rather than rezone an additional 18 acres. The City has approximately 72 acres of land in the Resort Specific Plan that is zoned to allow up to 22 units per acre. The City provided a memo to HCD in March 2013 explaining this in more detail.</p>	<p>Modify. The City will continue to monitor the vacant land inventory to ensure capacity exists to accommodate its RHNA.</p>

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H- 1.2 <u>Large Sites.</u> The City will provide for the inclusion of mixed-income housing in future new growth areas of the city through development agreements and other mechanisms. To facilitate the development of affordable housing on smaller parcels (50 to 150 units in size), the City will routinely coordinate with property owners and give high priority to processing subdivision maps that include rezoned R-4 sites or affordable housing units. Also, an expedited review process will be available for the subdivision of larger sites into buildable lots where the development application can be found consistent with the General Plan and applicable Specific Plan.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not yet processed any mixed-use projects or subdivision maps that include R-4 sites.	Continue
Action H- 2.1 <u>Assistance with Affordable Projects.</u> Where feasible and/or necessary and as funding is available, the City shall offer assistance with land acquisition and off-site infrastructure improvements, as well as assistance in securing federal or state housing financing resources for two projects affordable to extremely low-, very low-, low-, and moderate-income households within the planning period.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not yet offered assistance with land acquisition and off-site infrastructure improvements for affordable projects nor assisted in securing financial resources for lower-income households.	Continue
Action H- 3.1 <u>Updated Land Inventory.</u> As part of the General Plan update process, establish a Land Inventory that provides the mechanism to monitor acreage and location, by General Plan designation, of vacant and underutilized land, as well as buildout of approved projects, utilizing the City's GIS.	Planning Department Update the Land Inventory on an annual basis	The City has utilized its GIS to establish a Land Inventory that allows monitoring of acreage and location by land use designation.	Continue

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H-3.2 <u>Strategic Planning Opportunities.</u> Utilize the City's GIS to facilitate preliminary strategic planning studies to identify vacant or underutilized commercial properties for infill construction or adaptive reuse in high-density areas.	Planning Department Annually	The City does not have any vacant or underutilized commercial properties for infill or adaptive reuse in high-density areas.	Delete
Action H-4.1 <u>Funding Opportunities.</u> Use, to the greatest extent possible, a portion of available funds for the production and subsidy of lower- and moderate-income housing. All projects receiving public assistance will be required to remain affordable in compliance with the requirements of the program in which they participate. These actions are not limited to density bonus; they are offered above and beyond.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not subsidized any lower- or moderate-income housing.	Continue
Action H-4.2 <u>Available Housing Programs and Assistance.</u> To ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and funding available, the City will publish the City's Housing Chapter and updates and Annual Reports and make these documents available, to developers, housing development agencies, and City residents.	Planning and Building Departments Annually	The City provides the Housing Chapter at City Hall and on its website in order to ensure that the development community (both nonprofit and for-profit) is aware of the housing programs, technical assistance, and funding available,	Continue
Action H-4.3 <u>Multi-Family Development.</u> To assist in the development of affordable housing, the City will offer density bonuses, as well as assist interested developers to apply for government financing and/or other government subsidies, assist interested developers in acquiring surplus government land suitable for multi-family development, expedite permit processing, consider reducing parking standards and lot sizes, and consider waiving impact fees for extremely low-, very low-, and low-income dwelling units (these actions are not limited to density bonus).	Planning and Building Departments Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not provided assistance in the development of affordable, multi-family housing.	Continue

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H-5.1 <u>Homeownership Opportunities</u> . Explore opportunities to work with local nonprofit agencies in an effort to provide homeownership opportunities in the city	Planning Department Apply for HOME funds annually	The City does not currently have any funding available for this program.	Continue
Action H-6.1 <u>Annual Review of the Housing Element</u> . The City will review the Housing Chapter on an annual basis to determine the effectiveness of the programs in the chapter in achieving the City's housing goals and objectives. The City will provide annual reports to the Planning Commission and City Council as to the effectiveness of the Housing Chapter. The City will take actions necessary to correct any inconsistencies. A copy of this report will be sent to the California Department of Housing and Community Development.	Planning Department Annually, starting in April 2013	The City completed its first annual report and submitted this to HCD in March 2013.	Continue
Action H-7.1 <u>Development Review and Processing Procedures</u> . The City will continually seek to improve development review and procedures to minimize the time required for review and project approval. This reduction in time will reduce the cost to developers and may increase the housing production in the city. The City will also annually review fees to ensure they do not constrain development.	Planning Department Annually, starting in June 2012	Since adoption of the Housing Chapter in June 2012, the City has established a staff level review committee that meets biweekly, or as needed, to discuss development projects. This staff level review expedites the process. The City also promotes the pre-application process and provides initial conditions and comments. The City is in the process of updating development application and processing fees.	Continue

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H- 7.2 <u>Building Code.</u> As new uniform codes are adopted, the City will review its building codes for current compliance and adopt the necessary revisions so as to further local development objectives.	Building Department As new uniform codes are adopted	No new uniform codes have been adopted.	Continue
Action H- 8.1 <u>Incentives for Development of Housing.</u> The City will offer fast track/priority processing, density bonuses, flexibility in development standards, and fee subsidies (when feasible) to developers proposing new housing, mixed-use, or infill projects affordable to lower-income households, farmworkers, seniors, and other special needs groups.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not provided any incentives for the development of new housing, or for mixed-use or infill projects affordable to special needs groups.	Continue
Action H- 9.1 <u>Density Bonus.</u> In an effort to comply with Government Code Section 65915 and Senate Bill (SB) 1818, the City of Eastvale is in the process of completing a Zoning Code which will be consistent with State Density Bonus Law.	Planning Department June 2012	In June 2012 the City amended the zoning code to comply with State Density Bonus Law.	Delete
Action H- 10.1 <u>Second Units.</u> The City is in the process of completing a Zoning Code. In order to comply with Assembly Bill (AB) 1866, the City will permit second units ministerially (by right) in all single-family residential zones.	Planning Department June 2012	In June 2012 the City amended the zoning code to permit second units by right in all single-family residential zones.	Delete
Action H- 11.1 <u>Priority for Affordable Projects.</u> Give priority to permit processing for projects providing affordable housing when requested. Expand application of processing priority to projects providing housing for seniors and other special needs groups.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not processed any affordable housing project permits.	Continue

APPENDIX: HOUSING NEEDS ASSESSMENT



CITY OF EASTVALE

Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H-12.1 <u>Special Needs Housing.</u> Work with public or private sponsors to identify candidate sites for new construction of rental housing for special needs, and take all actions necessary to expedite processing of such projects.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not identified candidate sites for new construction of rental housing for special needs.	Continue
Action H-13.1 <u>Extremely Low-Income Households.</u> AB 2634 requires the City to identify zoning to encourage and facilitate housing suitable for extremely low-income households, such as supportive housing and single-room occupancy units. The City will encourage the development of housing for extremely low-income households through a variety of activities such as outreach to housing developers on an annual basis, providing financial assistance (when feasible) or in-kind technical assistance or land writedowns, providing expedited processing, identifying grant and funding opportunities, applying for or supporting applications for funding on an ongoing basis, reviewing and prioritizing local funding at least twice in the planning period, and/or offering additional incentives beyond the density bonus. In addition, the City will allow single-room occupancy units (SROs) to be permitted in the General Commercial Zone (C-1/C-P) with a conditional use permit.	Planning Department Ongoing. Allow SROs in the C-1/C-P by June 2012	In June 2012 the City amended the zoning code to allow for SROS in the C-1/C-P zones with a conditional use permit.	Continue
Action H-13.2 <u>Farmworkers.</u> The City is in the process of completing a Zoning Code, which, once adopted, will comply with Sections 17021.5 and 17021.6 of the Health and Safety Code. In addition, the City will allow for farmworker housing in the A-1, A-2, and R-A zones by right.	Planning and Building Departments June 2012	In June 2012 the City amended the zoning code to comply with Sections 17021.5 and 17021.6 of the Health and Safety Code and allow for farmworker housing in the A-1, A-2, and R-A zones by right.	Delete

APPENDIX: HOUSING NEEDS ASSESSMENT



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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H- 13.3	<p><u>Reasonable Accommodation.</u> Develop and formalize a general process that a person with disabilities will need to go through in order to make a reasonable accommodation request in order to accommodate the needs of persons with disabilities and streamline the permit review process. The City will provide information to individuals with disabilities regarding reasonable accommodation policies, practices, and procedures based on the guidelines from the California Housing and Community Development Department (HCD). This information will be available through postings and pamphlets at the City and on the City's website.</p>	Planning and Building Departments June 2013	In June 2012 the City amended the zoning code to include a formalized process to allow for reasonable accommodations. Continue
Action H- 13.4	<p><u>Residential Care Facilities/Group Homes.</u> Senate Bill 520 requires residential care facilities of six or fewer persons to be permitted in all residential zones. Currently, residential care homes with six or fewer persons are permitted in some zones with a planned use permit.</p> <p>The City will revise the current regulations to meet state law requirements. The City will amend the Zoning Code to allow for residential care homes with six or fewer persons by right in all residential zones only subject to the same restrictions in that zone and will allow larger group homes of seven or more persons in the R-2 and R-3 zones with a conditional use permit. Additionally, the City will amend the Zoning Code to update its definition of family to be "One or more persons living together in a dwelling unit."</p>	Planning and Building Departments June 2013	In June 2012 the City amended the zoning code to comply with SB 520 requirements. Delete
Action H- 14.1	<p><u>Child-Care Program.</u> In cooperation with private developers, the City will evaluate on a case-by-case basis the feasibility of pairing a child-care center in conjunction with affordable, multi-family housing developments or nearby to major residential subdivisions.</p>	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not processed any projects that evaluated the feasibility of Continue

APPENDIX: HOUSING NEEDS ASSESSMENT



Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
		pairing a child-care center with affordable units.	
Action H-15.1 <u>Regional Homeless Issues</u> . The City shall cooperate with the other cities, the County, and other agencies in the development of programs aimed at providing homeless shelters and related services.	Planning Department Annually Meet with neighboring cities and the County to discuss homeless issues	The City reached out to I Care Shelter Home, Path of Life Ministries Family Shelter, Operation SafeHouse, Lutheran Social Services, Homeless Task Force of Corona and the Corona Norco Rescue Mission to determine how the City could assist with regional homeless needs. As a result of this outreach, the City will work to provide support through fundraisers and promoting their efforts through the City's website.	Continue
Action H-16.1 <u>Emergency Shelters</u> . Pursuant to Senate Bill 2 (SB 2), the City will allow emergency shelters as a permitted use (by right) in the Light Industrial (L-I) land use designation on parcels zoned Industrial Park (I-P) without a conditional use permit or other discretionary review. The I-P zone is close to transit corridors and services. In addition, the City will evaluate adopting development and managerial standards that will be consistent with Government Code Section 65583(a)(4). These standards may include such items as: <ul style="list-style-type: none"> • Lighting • On-site management 	Planning Department June 2012	In June 2012 the City amended the zoning code to comply with SB 2 requirements.	Delete

APPENDIX: HOUSING NEEDS ASSESSMENT



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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
<ul style="list-style-type: none"> • Maximum number of beds or persons to be served nightly by the facility • Off-street parking based on demonstrated need • Security during hours that the emergency shelter is in operation 			
<p>Action H-16.2 <u>Transitional and Supportive Housing.</u> Pursuant to SB 2, the City must explicitly allow both supportive and transitional housing types in all residential zones. The City shall include in its new Zoning Code separate definitions of transitional and supportive housing as defined in Health and Safety Code Sections 50675.2 and 50675.14, and both transitional and supportive housing types will be allowed as a permitted use subject to only the same restrictions on residential uses contained in the same type of structure.</p>	<p>Planning Department June 2012</p>	<p>In June 2012 the City amended the zoning code to comply with SB 2 requirements.</p>	<p>Delete</p>
<p>Action H-17.1 <u>Rehabilitation Program.</u> The City will pursue grant opportunities to create a Rehabilitation Program. The City will apply for HOME funding for this program and will work with the County to obtain available RDA funds.</p>	<p>Planning Department Annually, Starting in 2012, apply for HOME funds as NOFAs are released</p>	<p>The City contracts with Riverside County to administer its HOME funds. The City has not yet received any HOME funds. Since they no longer exist, no RDA funds were obtained.</p>	<p>Continue</p>
<p>Action H-17.2 <u>Future RDA Funds.</u> Based on the future of RDA funds, the City will work with the County to identify whether any of the RDA funds allocated to the project areas in the City of Eastvale can be used outside of project areas to eliminate conditions of blight, rehabilitate affordable units, and expand employment opportunities in selected areas.</p>	<p>Planning Department n/a</p>	<p>The state officially dissolved redevelopment agencies in February 2012. Since RDA funds no longer exist, this action could not be completed.</p>	<p>Delete</p>

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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
<p>Action H-18.1 <u>Code Enforcement.</u> The City's Code Enforcement staff is responsible for ensuring compliance with building and property maintenance codes. Code Enforcement handles complaints on a reactive basis and deals with a variety of issues, including property maintenance, abandoned vehicles, and housing conditions. The City will continue to use Code Enforcement, as well as Building Division, staff to ensure compliance with building and property maintenance codes. The Code Enforcement program is complaint-based. In addition, the City's Code Enforcement Officer also provides daily observation to ensure compliance.</p>	<p>Code Enforcement Department Ongoing</p>	<p>The City actively responds to complaints to ensure compliance with building and property maintenance codes. The City responds to approximately 100 property maintenance calls per month.</p>	<p>Continue</p>
<p>Action H-19.1 <u>Preservation of At-Risk Housing Units.</u> State law requires jurisdictions to provide a program in their Housing Elements to preserve publicly assisted affordable housing projects at risk of converting to market-rate housing. Currently, the City does not have any publicly assisted affordable projects, but should they in the future, the City will monitor the status of all affordable housing projects and, as their funding sources near expiration, will work with owners and other agencies to consider options to preserve such units. The City will also provide technical support to property owners and tenants regarding proper procedures relating to noticing and options for preservation.</p>	<p>Planning Department Annually Monitor</p>	<p>The City does not have any units at risk of converting.</p>	<p>Continue</p>
<p>Action H-20.1 <u>Fair Housing.</u> The City will assign a point person to refer individuals, developers, landlords, and any other interested persons to the Fair Housing Council of Riverside County, which provides a number of programs including (1) audits of lending institutions and rental establishments; (2) education and outreach to apartment owners, associations, management companies, lending institutions, building industry associations, homebuyers, and residents in emergency shelters and transitional housing facilities. The City will also post a link on their website to direct</p>	<p>Fair Housing Council of Riverside County Ongoing, assign a point person and post a link to the website by June 2012</p>	<p>The Planning Department refers interested persons to the Fair Housing Council of Riverside County.</p>	<p>Continue</p>

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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
<p>interested parties to the Fair Housing Council's website and any other important information regarding fair housing.</p>			
<p>Action H- 21.1 <u>Fair Housing Education</u>. The City will post a link on its website referring interested persons to the Fair Housing Council's website as well as refer persons to the Fair Housing Council, which provides education and outreach services to the public in both Spanish and English.</p>	<p>Fair Housing Council of Riverside County Ongoing, assign a point person and post a link to the website by June 2012</p>	<p>The City is in the process of posting a link on the City's website to refer interested persons to the Fair Housing Council's website.</p>	<p>Delete</p>
<p>Action H- 22.1 <u>Mortgage Credit Certificate Program</u>. Refer eligible residents to the Riverside County Mortgage Credit Certificate (MCC) Program for low- to moderate-income homeowners assistance.</p>	<p>County of Riverside Economic Development Agency Ongoing</p>	<p>Since adoption of the Housing Chapter in June 2012, the City has not yet referred eligible residents to the Riverside County Mortgage Credit Certificate Program.</p>	<p>Continue</p>
<p>Action H- 22.2 <u>First-Time Homebuyer Program</u>. Consider the implementation of a First-Time Homebuyer Program to provide down payment assistance and closing cost assistance to low-income first-time homebuyers.</p>	<p>Planning Department Consider applying for funding annually to establish a program.</p>	<p>Since adoption of the Housing Chapter in June 2012, the City has not established a First-Time Homebuyer Program, but intends to as funding becomes available.</p>	<p>Continue</p>
<p>Action H- 22.3 <u>Foreclosures</u>. Investigate the feasibility of acquiring foreclosure homes and offering them to residents at prices affordable to low- and moderate-income households.</p>	<p>Planning Department Consider applying for funding annually to establish a program.</p>	<p>The City has not yet identified the feasibility of acquiring foreclosed homes and selling them below market rate. In December 2012, the City adopted an ordinance</p>	<p>Modify</p>

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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
		requiring foreclosed homes to be registered. A fee is associated with registration, which pays for the program and encourages property maintenance.	
Action H- 23.1 <u>Acquisition/Rehabilitation</u> . Work with public or private sponsors to encourage acquisition/rehabilitation of existing multi-family units to be converted to senior housing and housing for persons with disabilities, with a portion of the units required to be reserved for households with lower income.	Planning Department Ongoing	Since adoption of the Housing Chapter in June 2012, the City has not yet worked with sponsors to encourage acquisition/rehabilitation of multi-family units for conversion to housing for low-income seniors or disabled persons.	Continue
Action H- 24.1 <u>Promote Energy Conservation</u> . The City will partner with Southern California Edison (SCE) and the Southern California Gas Company (SoCalGas) to promote energy-saving programs such as the Residential Multifamily Energy Efficiency Rebate program, Heating and Cooling Rebate program, and incentives of up to \$4,000 available to SCE and SoCalGas residential customers.	Planning and Building departments Ongoing	The City reached out to utility service providers to determine the different energy conservation programs they have to offer City of Eastvale residents and to see how the City could help promote the programs. Based on this outreach, City staff will keep in contact with SCE, SoCalGas, and RPU to ensure that their programs	Modify.

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Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
		<p>are posted on the City's website and available to Eastvale residents. In addition, the City will continue to work with Western Riverside Council of Governments to promote its HERO program, which assists with energy efficiency and water conservation improvements. The City actively promotes the HERO program through press releases and announcements on the City's website and social media and through program brochures at City Hall. In March 2013, the City created a webpage dedicated to energy conservation where all previously mentioned resources may be found.</p>	

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	Action	Responsible Department(s)/ Timing	Result	Continue/ /Modify/Delete
Action H-42.2	<p><u>Ensure Consistency with Green Building Standards.</u> The City will annually ensure that local building codes are consistent with state-mandated green building standards.</p>	<p>Planning and Building departments Ongoing</p>	<p>The City's local building codes are consistent with state-mandated green building standards.</p>	<p>Continue</p>
Action H-42.3	<p><u>Implement State Energy Conservation Standards.</u> The City's Building Department will be responsible for implementing the state's energy conservation standards (e.g., Title 24 Energy Standards). This includes checking building plans and other written documentation showing compliance and inspecting construction to ensure that the dwelling units are constructed according to those plans. Applicants for building permits must show compliance with the state's energy conservation requirements at the time building plans are submitted.</p>	<p>Planning and Building departments Ongoing</p>	<p>The City actively enforces Title 24 energy conservation standards.</p>	<p>Continue</p>

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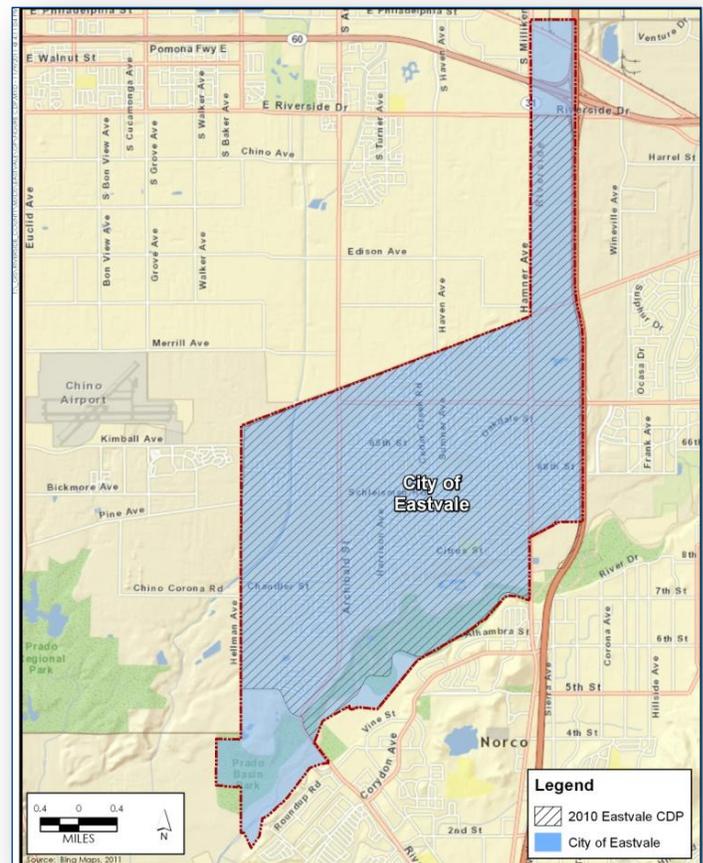
COMMUNITY PROFILE

An accurate assessment of existing and future residents' demographic characteristics and housing needs forms the basis for establishing program priorities and quantified objectives in the Housing Chapter. This section presents statistical information and analysis of demographic and housing factors that influence housing demand, availability, and cost. The focus of this section is identifying the need for housing according to income level as well as by special needs groups.

It should be noted that when the 2010 Census took place, the City of Eastvale was not yet a city. Therefore, Census data is for the Eastvale Census Designated Place (CDP) and numbers may slightly vary from the actual city boundaries (see the figure in the sidebar).

DATA SOURCES

The most current and relevant data sources were used in the preparation of this Housing Chapter. This document contains data from the 2000 and 2010 Census, 2008–2010 American Community Survey, Department of Finance, and 2012 SCAG data, which was approved by HCD, as well as data from other sources.



This picture provides a comparison of the Eastvale CDP boundaries and the current city limits.

APPENDIX: HOUSING NEEDS ASSESSMENT



POPULATION CHARACTERISTICS

Housing needs are largely determined by population and employment growth, coupled with various demographic variables. Characteristics such as age, household size, occupation, and income combine to influence the type of housing needed and its affordability.

POPULATION TRENDS

Eastvale, once a rural area, was predominantly dairy farms and agricultural until the late 1990s. At that time, the area started to suburbanize to accommodate the influx of people coming from neighboring Orange and Los Angeles Counties seeking affordable housing. Between 2000 and 2010, the City of Eastvale's population grew substantially by almost 50,000 people, or 1,136.0%, as compared to Riverside County as a whole, which grew by about a third (42.9%) (see Table HNA-1).

TABLE HNA-1: POPULATION GROWTH

Jurisdiction	Total Population		Growth	
	2000	2010	Total	Percentage
Eastvale	4,342	53,668	49,326	1,136.0%
Riverside County	1,545,387	2,189,641	644,254	42.9%

Source: 2000 and 2010 Census

AGE CHARACTERISTICS

Although population growth strongly affects total demand for new housing, housing needs are also influenced by age characteristics. Typically, different age groups have distinct lifestyles, family characteristics, incomes, and housing preferences. As people move through each stage of life, their housing needs and preferences also change. Age characteristics are therefore important in planning for the changing housing needs of residents.

Housing needs often differ by age group. For instance, most young adults (under 34) are single or starting families. Housing needs for younger adults are addressed through apartments or first-time homeownership opportunities. Middle-aged residents (34–64) may already be homeowners, are usually in the prime earning portion of their careers, and thus tend to seek larger homes. Seniors (65+) often own a home but, due to limited income or disabilities, may need assistance to remain in their homes.

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The age distribution for the City of Eastvale and Riverside County is presented in Table HNA-2. According to the 2010 Census, in the City of Eastvale a little more than half (56.4%) of the population is working age, between 20 and 59 years of age, and a little over one-third (35.9%) of the population is school age or below, between 0 and 19 years of age. The population 60 years and over represents the remaining percentage of 7.6%. When compared to Riverside County, the age distribution is similar, although the City of Eastvale has a slightly higher percentage of persons under 9 years of age and a lower percentage of persons over the age of 60.

TABLE HNA-2: 2010 AGE CHARACTERISTICS

Jurisdiction	Median Age	Percentage of Age Groups								
		0-9	10-19	20-29	30-39	40-49	50-59	60-69	70-79	80 and over
Eastvale	30.9	19.1%	16.8%	12.6%	19.1%	15.4%	9.3%	4.8%	2.0%	0.8%
Riverside County	33.7	15.0%	16.7%	13.6%	12.9%	13.8%	11.6%	8.1%	5.1%	3.2%

Source: 2010 Census

RACE AND ETHNICITY

As shown in Table HNA-3, the largest racial group in Eastvale in 2010 identified themselves as white (42.9%). Riverside County was higher, with white representing 61.6%. Hispanics represented 40.0% of the population in Eastvale, which was slightly lower than the county with 45.5%.

TABLE HNA-3: 2010 RACE AND ETHNICITY

Jurisdiction	Race/Ethnicity of Population						
	White	African American	American Indian/ Alaska Native	Asian	Hawaiian/ Pacific Islander	Other	Hispanic
Eastvale	42.9%	9.7%	0.5%	24.2%	0.4%	22.3%	40.0%
Riverside County	61.1%	6.4%	1.1%	6.0%	0.3%	25.3%	45.5%

Source: 2010 Census

APPENDIX: HOUSING NEEDS ASSESSMENT



HOUSEHOLD CHARACTERISTICS

Household type and size, income levels, and other household characteristics determine the type of housing needed by residents. This section details the various household characteristics affecting housing needs.

HOUSEHOLDS TYPE AND SIZE

A household refers to the people occupying a home, such as a family, a single person, or unrelated persons living together. Family households often prefer single-family homes or condominiums to accommodate children, while non-family households generally occupy smaller apartments or condominiums.

Table HNA-4 displays household composition as reported by the 2010 Census. In the City of Eastvale, families comprised 89.9% of all households, of which 57.1% have children under 18 years of age. Riverside County as a whole has a slightly lower percentage of families (74.4%), and a much lower percentage of those families have children under 18 years of age (37.5%).

TABLE HNA-4: 2010 HOUSEHOLD CHARACTERISTICS

Jurisdiction	Households	Average Household Size	Percentage of Households		
			Families	Families with Children Under 18	Non-Family
Eastvale	13,640	3.93	89.9%	57.1%	10.1%
Riverside County	686,260	3.14	74.4%	37.5%	25.6%

Source: 2010 Census

OVERCROWDING

Overcrowding is often closely related to household income and the cost of housing. The US Census Bureau considers a household to be overcrowded when there is more than one person per room (rooms exclude bathrooms and kitchens) and to be severely overcrowded when there are more than 1.5 occupants per room. Overcrowded households are usually a reflection of the lack of affordable housing.

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According to the 2008–2010 American Community Survey and as shown in Table HNA-5, 1.0% of Eastvale’s owner-occupied households were overcrowded and only 0.5% were severely overcrowded, as compared to the county with 3.4% of households overcrowded and 1.1% severely overcrowded. In renter-occupied households, 4.5% of Eastvale households were overcrowded and 0.8% were severely overcrowded, as compared to the county, with 9.1% of households overcrowded and 4.0% severely overcrowded.

TABLE HNA-5: OCCUPANTS PER ROOM

Household Size	Owner Households		Renter Households		Total Households	
	Number	Percentage	Number	Percentage	Number*	Percentage
City of Eastvale						
Less than 1.00	10,733	98.4%	2,239	94.6%	12,972	97.7%
1.01–1.50	114	1.0%	107	4.5%	221	1.7%
1.51 or more	57	0.5%	20	0.8%	77	0.6%
Eastvale Total	10,904	100.0%	2,366	100.0%	13,270	100.0%
Riverside County						
Less than 1.00	436,707	95.5%	182,416	87.0%	619,123	92.8%
1.01–1.50	15,684	3.4%	19,048	9.1%	34,732	5.2%
1.51 or more	5,086	1.1%	8,292	4.0%	13,378	2.0%
Riverside County Total	457,477	100.0%	209,756	100.0%	667,233	100.0%

Source: 2008–2010 American Community Survey

* Based on occupied housing units.

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HOUSEHOLD INCOME

Along with housing prices and rents, household income is the most important factor affecting housing opportunities in Eastvale. Housing choices such as tenure (owning versus renting), housing type, and location are dependent on household income. On the other hand, household size and type often affect the proportion of income that can be spent on housing.

For the purpose of evaluating housing affordability, housing need, and eligibility for housing assistance, income levels are defined by guidelines adopted each year by the HCD. For Riverside County, the area median income (AMI) for a family of four in 2013 was \$65,000.

- Extremely Low Income Up to 30% of AMI (\$0–\$20,100)
- Very Low Income 31–50% of AMI (\$20,101–\$33,500)
- Low Income 51–80% of AMI (\$33,501–\$53,600)
- Moderate Income 81–120% of AMI (\$53,601–\$78,000)
- Above Moderate Income Above 120% of AMI (\$78,001 or more)

Table HNA-6 shows the maximum annual income level for each income group adjusted for household size for Riverside County. The maximum annual income data is then utilized to calculate the maximum affordable housing payments for different households (varying by income level) and their eligibility for federal housing assistance.

TABLE HNA-6: MAXIMUM HOUSEHOLD INCOME BY HOUSEHOLD SIZE, 2013

Income Category	Household Size							
	1	2	3	4	5	6	7	8
Extremely Low	\$14,100	\$16,100	\$18,100	\$20,100	\$21,750	\$23,350	\$24,950	\$26,550
Very Low	\$23,450	\$26,800	\$30,150	\$33,500	\$36,200	\$38,900	\$41,550	\$44,250
Low	\$37,550	\$42,900	\$48,250	\$53,600	\$57,900	\$62,200	\$66,500	\$70,800
Median	\$45,500	\$52,000	\$58,500	\$65,000	\$70,200	\$75,400	\$80,600	\$85,800
Moderate	\$54,600	\$62,400	\$70,200	\$78,000	\$84,250	\$90,500	\$96,700	\$102,950

Source: California Department of Housing and Community Development 2013

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Table HNA-7 provides a summary of households in Eastvale according to the 2007–2011 American Community Survey. The highest percentage of households (32%) earns between \$100,000 and \$149,999.

TABLE HNA-7: HOUSEHOLD INCOME BY TENURE, 2010

Annual Income	Owner-Occupied		Renter-Occupied		Total	
	Number	Percentage of Owner-Occupied Households	Number	Percentage of Renter-Occupied Households	Number	Percentage of Total Households
Less than \$14,999	194	2%	33	2%	227	2%
\$15,000 to \$24,999	234	2%	48	2%	282	2%
\$25,000 to \$34,999	104	1%	100	5%	204	2%
\$35,000 to \$49,999	501	5%	177	9%	678	5%
\$50,000 to \$74,999	1,539	14%	501	25%	2,040	16%
\$75,000 to \$99,999	1,432	13%	332	16%	1,764	14%
\$100,000 to \$149,999	3,673	34%	448	22%	4,121	32%
\$150,000 or more	3,205	29%	387	19%	3,592	28%

Source: 2007–2011 American Community Survey

EXTREMELY LOW-INCOME HOUSEHOLDS

The City of Eastvale was not categorized as a city or a Census Designated Place when the 2000 Census data was gathered; therefore, no specific information is available regarding extremely low-income households (households earning less than 30% of the area median income). In an effort to determine an approximate number of extremely low-income households, the City looked at the total number of households that fell into the extremely low-income range, which is \$0–\$20,100 (based on a four-person household). As shown in Table HNA-7, the only way to determine this number was to look at households earning less than \$24,999. Based on this, the City determined there

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are approximately 509 (4% of all households) existing extremely low-income households in Eastvale. Of these households, approximately 428 are owner-occupied and 81 are renter-occupied.

OVERPAYMENT

State and federal housing law defines overpayment as a household paying more than 30% of gross income for housing expenses. Housing overpayment is especially problematic for lower-income households that have limited resources for other living expenses.

Table HNA-8 shows to what extent occupied housing units (households) are overpaying for housing cost by their income category in the City of Eastvale. Of the lower-income households in the city, all households, a total of 1.5%, were overpaying for housing.

TABLE HNA-8: TOTAL HOUSEHOLDS OVERPAYING BY INCOME IN EASTVALE

Income Range	All Occupied Housing	Owner-Occupied housing	Renter-Occupied housing
Less than \$20,000	1.5%	1.9%	0.0%
30% or more	1.5%	1.9%	0.0%
\$20,000 to \$34,999	3.1%	2.6%	5.5%
30% or more	2.8%	2.3%	5.5%
\$35,000 to \$49,999	7.8%	5.8%	16.8%
30% or more	6.9%	4.8%	16.8%
\$50,000 to \$74,999	15.6%	13.8%	24.2%
30% or more	13.1%	11.9%	18.4%
\$75,000 or more	71.4%	75.8%	51.4%
30% or more	33.0%	37.3%	13.0%

Source: 2008–2010 American Community Survey

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EMPLOYMENT TRENDS

The economy has an important impact on housing needs. Employment growth typically results in increased housing demand in areas that serve as regional employment centers. Moreover, the type of occupation and income levels for new employment also affects housing demand. Table HNA-9 shows the types of industries for employed persons who are residents of the City of Eastvale in 2010.

TABLE HNA-9: EMPLOYMENT OF EASTVALE RESIDENTS BY INDUSTRY, 2010

Industry	Number	Percentage
Agriculture, forestry, fishing and hunting, and mining	33	0.1%
Construction	1,905	7.2%
Manufacturing	3,173	11.9%
Wholesale trade	1,645	6.2%
Retail trade	3,101	11.7%
Transportation and warehousing, and utilities	2,099	7.9%
Information	431	1.6%
Finance and insurance, and real estate and rental and leasing	2,395	9.0%
Professional, scientific, and management, and administrative and waste management services	2,074	7.8%
Educational services, and health care and social assistance	5,292	19.9%
Arts, entertainment, and recreation, and accommodation and food services	1,787	6.7%
Other services, except public administration	606	2.3%
Public administration	2,032	7.6%
Total civilian employed population 16 years and over	26,573	100%

Source: 2008–2010 American Community Survey

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HOUSING STOCK CHARACTERISTICS

This section describes the housing characteristics and conditions that affect housing needs in Eastvale. Important housing stock characteristics include housing type, tenure, vacancy rates, age, condition, cost, and affordability.

HOUSING TYPE

According to the 2008–2010 American Community Survey, 92.0% of the city’s housing stock was made up of single-family homes, 5.3% was multi-family units, and the remaining 2.8% was mobile homes/other. Riverside County had a significantly lower number of single-family homes (75.0%) and over twice the number of multi-family units (11.8%) (Table HNA-10).

TABLE HNA-10: HOUSING UNITS BY HOUSING TYPE

Housing Type	City of Eastvale		Riverside County	
	Number	Percentage	Number	Percentage
Single-Family (Detached & Attached)	12,971	92.0%	544,728	75.0%
Multi-Family 2–4 Units	269	1.9%	49,678	6.8%
Multi-Family 5+ Units	474	3.4%	36,233	5.0%
Mobile Homes/Other*	392	2.8%	95,805	13.2%
Total Housing Units	14,106	100.0%	726,444	100.0%

Source: 2008–2010 American Community Survey

*Other includes boats, RV, and vans

HOUSING TENURE

Housing tenure (owner versus renter) can be affected by many factors, such as housing cost (interest rates, economics, land supply, and development constraints), housing type, housing availability, job availability, and consumer preference.

Table HNA-11 details housing tenure in Eastvale and Riverside County according to the 2010 Census. The City of Eastvale has a much higher owner-occupied household percentage (82.7%) than that of Riverside County (67.4%).

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TABLE HNA-11: HOUSING TENURE

Housing Tenure	City of Eastvale		Riverside County	
	Number	Percentage	Number	Percentage
Owner-Occupied Households	11,276	82.7%	462,212	67.4%
Renter-Occupied Households	2,364	17.3%	224,048	32.6%

Source: 2010 Census

VACANCY RATE

Vacancy rates of 5% to 6% for rental housing and 1.5% to 2.0% for ownership housing are generally considered to be optimum. A higher vacancy rate may indicate an excess supply of units and a softer market, and result in lower housing prices. A lower vacancy rate may indicate a shortage of housing and high competition for available housing, which generally leads to higher housing prices and diminished affordability.

Table HNA-12 shows the occupancy status of the housing stock according to the 2010 Census. The City of Eastvale had a total vacancy rate of 5.9% as compared to Riverside County as a whole, which had a vacancy rate of 14.3%. According to the 2008–2010 American Community Survey, the City of Eastvale homeowner vacancy rate was 3.9% and the rental vacancy rate was 2.1%. For the county as a whole, the homeowner vacancy rate was 3.8% and the rental vacancy rate was 9.5%.

TABLE HNA-12: 2010 OCCUPANCY STATUS OF HOUSING STOCK

Type	City of Eastvale		Riverside County	
	Number	Percentage	Number	Percentage
Occupied	13,640	94.1%	686,260	85.7%
Vacant	854	5.9%	114,447	14.3%
For rent	75	8.8%	23,547	20.6%
For sale	371	43.4%	18,417	16.1%
Rented/sold, not occupied	138	16.2%	4,362	3.8%
For seasonal/recreational or occasional use	450	52.7%	50,538	44.2%
All other including migrant workers	225	26.3%	17,583	15.4%
Total Housing Units	14,494	100.0%	800,707	100.0%

Source: 2010 Census

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HOUSING AGE AND CONDITIONS

Housing conditions are an important indicator of quality of life in the City of Eastvale. Like any asset, housing ages and deteriorates over time. If not regularly maintained, structures can deteriorate and discourage reinvestment, depress neighborhood property values, and even become health hazards. Thus, maintaining and improving housing quality is an important goal for communities.

An indication of the quality of the housing stock is its general age. Typically housing over 30 years old is likely to have rehabilitation needs that may include plumbing, roof repairs, foundation work, and other repairs. **Table HNA-13** displays the age of Eastvale’s housing stock as of 2005. Among the housing stock, 97.1% of the housing units in Eastvale were built since 1990. Only 2.9% of the housing stock is over 30 years old, meaning the rehabilitation needs could be relatively low. Based on day-to-day spot checks and knowledge of the city’s housing stock, the City’s Code Enforcement Department has identified two areas of the city that exhibit signs of deferred maintenance. It is estimated that less than 1% of the housing stock is in need of rehabilitation.

TABLE HNA-13: AGE OF HOUSING STOCK

Structure Built	Units	Percentage
2005 or later	6,856	48.6%
2000 to 2004	6,321	44.8%
1990 to 1999	519	3.7%
1980 to 1989	89	0.6%
1970 to 1979	66	0.5%
1960 to 1969	164	1.2%
1950 to 1959	91	0.6%
Prior to 1950	0	0
Total Units	14,106	100%

Source: 2008–2010 American Community Survey

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HOUSING COST AND AFFORDABILITY

One of the major barriers to housing availability is the cost of housing. In order to provide housing to all economic levels in the community, a wide variety of housing opportunities at various prices should be made available. Housing affordability is dependent on income and housing costs.

Housing affordability is based on the relationship between household income and housing expenses. According to the HCD and the US Department of Housing and Urban Development (HUD), housing is considered “affordable” if the monthly housing cost is no more than 30% of a household’s gross income.

Sales Prices

Eastvale was hit hard by the nationwide housing bubble that burst in the late 2000s. A large portion of the community’s homes were sold during the early- and mid-2000s at prices fueled by the subprime mortgage industry and the high demand for housing in the city. In June 2006, the median home in Eastvale was valued at \$601,000; this value fell dramatically to around \$340,000 by October 2011 according to Eastvale-Real Estate, but has since started to rise, as indicated by the March 2013 median price of \$414,340. Table HNA-14 reports median listing prices for single-family homes by number of bedrooms and by zip code.

TABLE HNA-14: SINGLE-FAMILY HOME MEDIAN LISTING PRICES, MARCH 2013

Zip Code	5+ BR		4 BR		3 BR		2 BR		# of Listings
91752	3,210 sf	\$389,950	2,757 sf	\$387,500	1,641 sf	\$342,400	920 sf	\$187,500	37
92880	3,677 sf	\$489,900	2,635 sf	\$420,000	1,879 sf	\$400,695	-	-	22

Source: Eastvale-Real Estate, March 2013

Rental Prices

In March 2013, a rental survey was conducted to determine rent rates for housing units in Eastvale. Table HNA-15 illustrates the rental costs in Eastvale by the number of bedrooms.

TABLE HNA-15: MEDIAN RENTAL COST BY HOUSING TYPE

Housing Type	1 BR	2BR	3BR	4BR	5BR	6BR
Apartments	\$1,590	\$1,810	-	-	-	-
Houses	-	-	\$2,100	\$2,350	\$2,400	\$2,500

Source: PMC Rental Survey, March 2013

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Housing Affordability

Table HNA-16 provides the affordable rents and maximum purchase price, based on the HCD income limits for Riverside County. As shown in Table HNA-16, the maximum affordable rent for a very low-income four-person household is \$838 monthly. As shown in Table HNA-15, one- and two-bedroom apartments were renting for \$1,590 to \$1,810 and therefore are out of the affordability range for these households.

The median sales price for single-family homes in Eastvale has started to rebound. In March 2013, the listing price for single-family homes in the city ranged from \$344,900 to \$598,880 for a four-bedroom home, \$299,900 to \$434,880 for a three-bedroom home, and \$114,900 to \$399,900 for a two-bedroom home (Table HNA-14). There was also one two-bedroom condominium on the market listed at \$250,000. The maximum affordable sales price for a four-person household is \$111,320 for a very low-income household, \$178,590 for a low-income household, and \$259,510 for a moderate-income household. This indicates that only moderate-income households would be able to afford existing and newly constructed two-bedroom homes in Eastvale; three-bedroom and larger homes may be out of reach for even moderate-income families.

TABLE HNA-16: HOUSING AFFORDABILITY BY INCOME LEVEL

	Income Level		
	Very Low	Low	Moderate
Annual Income	\$33,500	\$53,600	\$78,000
Monthly Income	\$2,792	\$4,466	\$6,500
Maximum Monthly Gross Rent ¹	\$838	\$1,339	\$1,950
Maximum Purchase Price ²	\$111,320	\$178,590	\$259,510

Source: 2013 Income Limits, Department of Housing and Community Development, monthly mortgage calculation: <http://www.realtor.com/home-finance/financial-calculators/home-affordability-calculator.aspx?source=web>

¹ Affordable housing cost for renter-occupied households assumes 30% of gross household income, not including utility cost.

² Affordable housing sales prices are based on the following assumed variables: approximately 10% down payment, 30-year fixed rate mortgage at 5.6% annual interest rate.

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SPECIAL NEEDS GROUPS

Certain groups have greater difficulty in finding acceptable, affordable housing due to special circumstances relating to employment and income, household characteristics, and disabilities, among others. These “special needs” groups include seniors, persons with disabilities, large households, female-headed households with children, homeless persons, and farmworkers.

SENIORS

Senior residents have many different housing needs, depending on their age, level of income, current tenure status, cultural background, and health status. Senior households may need assistance with personal and financial affairs, networks of care to provide services and daily assistance, and even possible architectural design features that could accommodate disabilities that would help ensure continued independent living.

According to the 2010 Census, there were 2,504 seniors or 4.7% of the total population (age 65 and over) in the City of Eastvale. Of those, 1,673 were between the ages of 65 and 74, 683 were between the ages of 75 and 84, and the remaining 194 were 85 and older. Riverside County as a whole had more than double the percentage of seniors with 13.0% of persons ages 65 and over.

Of the senior population, 709 seniors were householders in Eastvale, representing 5.2% of all households. Of these 709 households, 85% were owner-occupied and 15% were renter-occupied. Riverside County’s portion of senior householders was considerably different, with its 155,502 senior householders accounting for almost 23% of the entire housing stock. The senior householder tenure was similar to Eastvale, though, with 80% of households living in homes that they own, and 20% of senior-headed households renting their homes.

PERSONS WITH DISABILITIES

Physical, mental, and/or developmental disabilities may prevent a person from working, may restrict one’s mobility, or may make it difficult to care for oneself. Persons with disabilities have special housing needs often related to the limited ability to earn a sufficient income and to a lack of accessible and affordable housing. Some residents have disabilities that require living in a supportive or institutional setting.

The 2010 Census defines a disability as “a long-lasting physical, mental, or emotional condition. This condition can make it difficult for a person to do activities such as walking, climbing stairs, dressing, bathing, learning, or remembering. This condition can also impede a person from being able to go outside the home alone or to work at a job or business.”

Based on the 2008–2010 American Community Survey, 2,727 (4.9%) persons in Eastvale and 219,271 (10.1%) persons in Riverside County had some form of disability.

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Development Disabilities (Senate Bill 812)

Senate Bill (SB) 812 requires the City to include in the special housing needs analysis the needs of individuals with a developmental disability within the community. According to Section 4512 of the Welfare and Institutions Code a "developmental disability" means a disability that originates before an individual attains age 18 years, continues, or can be expected to continue, indefinitely, and constitutes a substantial disability for that individual which includes mental retardation, cerebral palsy, epilepsy, and autism.

Many developmentally disabled persons can live and work independently within a conventional housing environment. More severely disabled individuals require a group living environment where supervision is provided. The most severely affected individuals may require an institutional environment where medical attention and physical therapy are provided. Because developmental disabilities exist before adulthood, the first issue in supportive housing for the developmentally disabled is the transition from the person's living situation as a child to an appropriate level of independence as an adult.

The State Department of Developmental Services (DDS) currently provides community-based services to approximately 243,000 persons with developmental disabilities and their families through a statewide system of 21 regional centers, four developmental centers, and two community-based facilities. The Inland Regional Center is one of 21 regional centers in the State of California that provides point of entry to services for people with developmental disabilities. The center is a private, nonprofit community agency that contracts with local businesses to offer a wide range of services to individuals with developmental disabilities and their families.

The Inland Regional Center designs programs according to age, specialization, and geographic location. Categories include Early Start/Prevention 0–3; School Age 3–15; Transition 16–22; Adult 23–59; and Senior 60+. To become eligible for services, applicants must reside in either Riverside County or San Bernardino County and be diagnosed with a developmental disability. The following information (Table HNA-17) from the Inland Regional Center provides a closer look at Eastvale's population of developmentally disabled persons.

TABLE HNA-17: DEVELOPMENTALLY DISABLED RESIDENTS BY AGE

Zip Code	0–14 Years	15–22 Years	23–54 Years	55–65 Years	65+ Years	Total
92880	176	65	95	7	3	346
91752	56	26	52	2	3	139

Source: Inland Regional Center, 2013.

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There are a number of housing types appropriate for people living with a development disability: rent-subsidized homes, licensed and unlicensed single-family homes, inclusionary housing, Section 8 vouchers, special programs for home purchase, HUD housing, and SB 962 homes. The design of housing-accessibility modifications, the proximity to services and transit, and the availability of group living opportunities represent some of the types of considerations that are important in serving this need group. Incorporating “barrier-free” design in all new multi-family housing (as required by California and Federal Fair Housing laws) is especially important to provide the widest range of choices for disabled residents. Special consideration should also be given to the affordability of housing, as people with disabilities may be living on a fixed income.

In order to assist in the housing needs for persons with developmental disabilities, the City will implement programs to coordinate housing activities and outreach with the Inland Regional Center and encourage housing providers to designate a portion of new affordable housing developments for persons with disabilities, especially persons with developmental disabilities, and pursue funding sources designated for persons with special needs and disabilities.

LARGE HOUSEHOLDS

Large households are defined as households with five or more members. Large households comprise a special needs group because of the need for larger dwelling units, which are often in limited supply and therefore command higher prices. In order to save for other basic necessities such as food, clothing, and medical care, it is common for lower-income large households to reside in smaller dwelling units, frequently resulting in overcrowding.

Based on estimates from the 2010 Census, 33.2% (4,523) of Eastvale’s households were large households, including 8.4% (1,141) that had six or more persons and 8.1% (1,110) that had seven or more persons. As previously mentioned, 4,523 households in Eastvale were occupied by five or more persons. Of those, 3,629 were owner-occupied households and 894 were renter-occupied households.

FEMALE-HEADED HOUSEHOLDS

Female-headed households are one-parent households with children under the age of 18 living at home. For these households, living expenses generally require a larger proportion of income relative to two-parent households. Therefore, finding affordable, decent, and safe housing is often more difficult for female-headed households. Additionally, female-headed households have special needs involving access to day care or child care, health care, and other supportive services.

According to the 2010 Census, 7.1% (966 households) of households in the city were female-headed households.

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FARMWORKERS

Farmworkers are generally considered to have special housing needs because of limited income and the unstable nature of employment (i.e., having to move throughout the year from one harvest to the next). The typical temporary nature of farm work is not the case in Eastvale. The only work of this nature is dairy work and that happens year-round and is not seasonal.

Based on the 2008–2010 American Community Survey and as shown in **Table HNA-9**, it is estimated that there are approximately 33 persons employed in the agriculture, forestry, fishing, and hunting industry, representing only 0.1% of the total population. The demand for specific farmworker housing is estimated to be very minimal, if at all, and therefore housing is addressed through the current housing stock and through overall programs for affordability.

HOMELESS

Homeless individuals and families have perhaps the most immediate housing need of any group. They also have one of the most difficult sets of housing needs to meet, due to both the diversity and the complexity of factors that lead to homelessness and to community opposition to the siting of facilities that serve homeless clients. California law requires that housing elements estimate the need for emergency shelter for homeless people.

Currently, according to Eastvale Police Department, there are approximately fewer than ten transients/homeless persons in the City of Eastvale. **Table HNA-18** shows some of the shelter resources available to the homeless in Riverside County.

TABLE HNA-18: HOMELESS SHELTER RESOURCES

Shelter Name	Type of Shelter	City	Clientele or Needs Served	Number of Beds ¹
Alternatives to Domestic Violence	Emergency	Riverside/Corona	Women & children	15
God's Helping Hand	Emergency	Perris	General	15
I Care Shelter	Emergency	Riverside	Families	30
Operation SafeHouse	Emergency	Riverside	Runaway youth	17
Friends of Jefferson House	Trans/Perm	Riverside	Substance abuse	60
God's Helping Hand	Transitional	Perris	Substance abuse	15
Inland Aids Project	Transitional	Riverside	HIV/AIDS	20
Lutheran Social Services	Transitional	Riverside	Families	30
Operation Safe House	Transitional	Riverside	Youth	20
Whiteside Manor	Transitional	Riverside	Dually diagnosed	47
Whiteside Manor	Transitional	Riverside	Substance abuse	122

Source: Riverside County Consolidated Plan 2004–2009

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ANALYSIS OF AT-RISK HOUSING

State housing element law requires the analysis of government-assisted housing units that are eligible to convert from low-income housing to market-rate housing during the next 10 years due to expiring subsidies, mortgage prepayments, or expiration of affordability restrictions and the development of programs aimed at their preservation.

INVENTORY OF AFFORDABLE UNITS

According to the California Housing Partnership Corporation, there are no government-assisted rental properties in the City of Eastvale.

Preservation Resources

Efforts by the City to retain low-income housing must be able to draw upon two basic types of preservation resources: organizational and financial. Qualified nonprofit entities need to be made aware of the future possibilities of units becoming “at risk.” Should a property become at risk, the City maintains an active list of resources by which to preserve that property.

In addition, the City of Eastvale will develop procedures for monitoring and preserving at-risk units, which will include:

- Monitoring the Risk Assessment report published by the California Housing Partnership Corporation (CHPC).
- Maintaining regular contact with the local HUD office regarding early warnings of possible opt-outs.
- Maintaining contact with the owners and managers of existing affordable housing to determine if there are plans to opt out in the future and offer assistance in locating eligible buyers.
- Developing and maintaining a list of potential purchasers of at-risk units and acting as a liaison between owners and eligible purchasers.
- Ensuring that all owners and managers of affordable housing are provided with applicable state and federal laws regarding notice to tenants of the owner’s desire to opt out or prepay. State law requires a 12-month notice.

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Nonprofit Entities

Nonprofit entities serving Riverside County, including Eastvale, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Banning Partners for a Revitalized Community
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat for Humanity
- Lutheran Social Services
- Shared Housing

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HOUSING OPPORTUNITIES AND RESOURCES

This section includes an evaluation of the availability of land resources, financial resources for future housing development, the City’s ability to satisfy its share of the region’s future housing needs, and the financial resources available to assist in implementing the City’s housing programs. Additionally, this section examines opportunities for energy conservation.

REGIONAL HOUSING NEED

The City of Eastvale falls under the jurisdiction of the Southern California Association of Governments (SCAG). SCAG is responsible for developing a Regional Housing Needs Plan (RHNP) allocating the region’s share of the statewide housing needs to lower-level councils of governments. The Regional Housing Need Allocation (RHNA) is a minimum projection of additional housing units needed to accommodate projected household growth of all income levels by the end of the housing element’s statutory planning period. As shown in Table HNA-19, the City of Eastvale is required to accommodate 1,463 units, 624 of which must be affordable for lower-income households, during the 2014–2021 planning period.

TABLE HNA-19: REGIONAL HOUSING NEED, 2014–2021

Income Category	2014–2021 RHNA
Extremely Low	187
Very Low	187
Low	250
Moderate	274
Above Moderate	565
Total	1,463

Source: SCAG 2012

AVAILABILITY OF LAND

To demonstrate the City’s capacity to potentially meet its RHNA, an adequate sites inventory was conducted. The sites listed in Table HNA-23 are currently vacant and will allow for the development of a variety of housing types that will potentially meet the needs of all income groups as allocated by SCAG for the remainder of the 2014–2021 RHNA period.

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This inventory must identify adequate sites that will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of housing types for households of all income levels.

The analysis of the relationship of suitable sites to zoning provides a means for determining the realistic number of dwelling units that could actually be constructed on those sites within the current planning period. The analysis also identifies the zoning districts the City believes can accommodate its share of the regional housing needs for all income levels.

REALISTIC CAPACITY

The City considered and evaluated the implementation of its current multi-family development standards and on-site improvement requirements (e.g., setbacks, building height, parking, and open space requirements) to determine approximate density and unit capacity. Realistic capacity was determined by multiplying the number of acres by the maximum density for the site, and then 80% of that result was used as the final realistic unit number to account for site and regulatory constraints.

It should be noted that each parcel's density is determined by the land use designation and not the zoning. Therefore, all sites included in the inventory have been organized by land use designation and allocated to the category in which they will develop at maximum potential. Parcels that have conflicting or inconsistent land use and zoning designations (e.g., C-1 zone in the LDR land use designation) are included as informational items, but are not included in the acreage or unit inventory. These sites are also not credited toward meeting the City's RHNA.

ZONING TO ACCOMMODATE THE DEVELOPMENT OF HOUSING AFFORDABLE TO LOWER-INCOME HOUSEHOLDS

Housing element law requires jurisdictions to provide a requisite analysis showing that zones identified for lower-income households are sufficient to encourage such development. The law provides two options for preparing the analysis: (1) describe market demand and trends, financial feasibility, and recent development experience; (2) utilize default density standards deemed adequate to meet the appropriate zoning test. According to state law, the default density standard for the City of Eastvale is 30 dwelling units per acre.

Based on discussions with four local affordable housing developers, as outlined in the following section, the City has determined that densities as low as 22 units per acre are appropriate to accommodate the City's lower-income housing need.

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MEETING THE CITY'S FOURTH ROUND RHNA

Action H-1.1 of the 2006–2014 Housing Chapter committed the City to amending the Land Use Map of the General Plan to add a minimum of 28 acres to the Highest Density Residential (HHDR) designation with zoning appropriate to allow for multi-family owner-occupied and rental multi-family development by right. The HHDR General Plan land use designation has a minimum density of 20 units per acre and does not have a maximum.

In February 2012, the City completed a Specific Plan amendment to the I-15 Corridor Specific Plan which changed the land use designation of 10 acres of High Density Residential, allowing 8–14 units per acre, to HHDR, allowing 20+ units per acre. The residential capacity for the Specific Plan is 300 units. To date, there are no projects proposed within the Specific Plan. Public facilities and infrastructure requirements are already in place on the site. With the completion of this Specific Plan amendment, the City is now left to rezone an additional 18 acres of land to HHDR.

In January 2013, the City contacted four affordable housing developers within the area: Jamboree Housing Corporation, Affirmed Housing Group, Bridge Housing Corporation, and Highland Partnership. Based on those conversations, it was determined that densities at 22 units per acre are appropriate for development of affordable housing within the City of Eastvale. When speaking with these developers it was determined that land cost is a bigger concern than increased density. Developers expressed the importance of consistency and compatibility with the surrounding uses when determining density. Based on conversations with these developers, it is not their desire to submit applications for residential projects of 30 units per acre.

The cost of different construction types was also discussed in the January 2013 meetings. When density gets to be 30 units per acre, the required materials (e.g., steel frame versus stick frame) and the need for structured parking cause the housing cost to increase to a level which cannot be supported by projected rental income. Lewis Group, one of the nation's largest privately held real estate development companies, is currently developing in the Inland Empire area and provided the following construction costs based on different densities. These numbers represent what the Lewis Group is experiencing on apartment projects in the region. Based on the cost information in Table HNA-20, development costs can increase significantly as the residential density of a project increases. Estimated construction costs range from \$55 to \$60 per square foot for a project at 16-20 units per acre, to \$160 to \$170 for a project at 40-50 units per acre.

TABLE HNA-20: INLAND EMPIRE AFFORDABLE HOUSING PRODUCT DENSITY EXAMPLES

Product	Building Type	Density	Average Square Foot	Average Cost per Square Foot
Multi-family-Attached	Conventional	16–20 units	1,600	\$55–\$60

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Multi-family-Attached	Conventional	20–24 units	800	\$70–\$75
Multi-family-Attached	Wrap	30–34 units	950	\$100–\$105
Multi-family-Attached	Wrap	40 units	950	\$115–\$120
Multi-family-Attached	Podium	40–50 units	950	\$160–\$170

Source: Lewis Operating Company 2013

The input from affordable housing developers that 22 units per acre is an appropriate density for affordable housing development in the City of Eastvale is corroborated by affordable housing that has been constructed in similar communities in Riverside County. The City of Temecula, the City of Corona, and Riverside County all have default densities of 30 units per acre. Despite these higher default densities, six projects were constructed at or below 22 units per acre, and are identified in Table HNA-21.

TABLE HNA-21: INLAND EMPIRE AFFORDABLE HOUSING EXAMPLE PROJECTS

Jurisdiction	Development Name	Address	Dwelling Units	Acreage	DU/Acre
Temecula ¹	Rancho California Apartments	29140 Stonewood Road	55	5.54	9.9
Temecula ¹	Oaktree Apartments	42176 Lyndie Lane	40	3.13	12.8
Temecula ¹	Rancho West Apartments	42200 Main Street	150	10.48	14.3
Temecula ¹	Summerhouse Apartments	44155 Margarita Road	110	6.8	16.2
Corona ²	Corona Community Villas	2600 Main Street	74	8.2	9
Riverside County ³	Mission Palms Apartments	5875 Mission Boulevard	200	9.75	20.5

¹Affordable housing units were identified through the City's website. Acreage was identified using the City's GIS web portal.

²Affordable housing units were identified in the City's 4th round Housing Element. Acreage was identified with the City's GIS web portal.

³Affordable housing development and density was identified in Riverside County's 4th round Housing Element. The density was confirmed through interpersonal communication with Mission Palms Apartments staff and the Riverside County GIS web portal.

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As a result of the financial feasibility concerns at 30 units an acre and recent development trends in the region, the City of Eastvale is confident that making land available at a density of 22 units is sufficient to providing affordable housing products. This density will provide for conventional two-story apartments/condominiums/townhomes that fit the overall aesthetic of this suburban community at a cost that is affordable to lower-income households.

As a part of this outreach to affordable developers in the area, the City also wanted to show its continuous efforts to assist with the development of higher density and affordable projects, so we also asked developers what incentives the City could provide. Reduced parking was a primary incentive sought by all affordable developers. There was also mention of deferred fees, density bonuses, greater access to financing, reduced setbacks, and expedited processing for affordable projects. The City's 2006–2014 Housing Element includes the following programs to assist with the development of affordable housing: Action H-2.1 Assistance with Affordable Projects; Action H-4.2 Available Housing Programs and Assistance; Action H-4.3 Multi-Family Development; H-8.1 Incentives for Development of Housing; and Action H-11.1 Priority for Affordable Projects.

Based on the outcomes of these conversations and the fact that the City's Housing Chapter of the General Plan includes numerous programs to assist with the development of affordable housing, the City of Eastvale believes that 22 units per acre is appropriate to meet the remaining portion of its lower-income regional housing needs. Because the City already has sufficient land zoned at this density, no further rezones are needed. The City currently has 72.72 acres of land in the Resort Specific Plan (this capacity was inadvertently overlooked during the preparation of the 2012 General Plan and is not currently included in the land inventory) that can accommodate 1,104 units. It is assumed that at least 35% of these units will be built at the higher-density range, giving a capacity of 386 units.

With the 300-unit capacity in the I-15 Corridor Specific Plan and the 386-unit capacity in the Resort Specific Plan, the City displayed a total capacity of 686 units available to meet its 2006–2014 lower-income RHNA of 611, thus leaving the City with a 75-unit capacity surplus.

STRATEGY TO MEET THE FIFTH ROUND RHNA

The City plans to continue to rely on the strategy described above and meet a portion of its lower-income housing needs on sites zoned at 22 units per acre. The City will continue to use the high density zoning available in the I-15 Corridor Specific Plan and the Resort Specific Plan to accommodate the development of housing affordable to lower-income households. The 686-unit capacity is still enough to meet the 2014–2021 lower-income RHNA of 624, leaving a surplus of 62 units.

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Specific Plans

I-15 Corridor Specific Plan

The I-15 Corridor Specific Plan provides for 142 acres of residential land with densities ranging from 4.8 to 30 dwelling units per acre. Most of the medium- and low-density acres have been developed. However, Planning Area 23b includes a vacant 10-acre parcel, which is designated as HHDR. As illustrated in Table HNA-22, this HHDR-zoned parcel provides capacity for 300 lower-income units. The I-15 Corridor Specific Plan does not include a phasing plan for development.

TABLE HNA-22: I-15 CORRIDOR SPECIFIC PLAN VACANT PARCEL DWELLING UNIT CAPACITY

Site Number	APN	Specific Plan Planning Area	Residential Land Use	Total Acreage	Density (DU/Acre)	Actual Dwelling Units	Constraints
I-15 SP 1	152650020	23b	HHDR	10.0	30	300	none
		--	Total	10.0	--	300	

Source: City of Eastvale, March 2013

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Resort Specific Plan

The Resort Specific Plan covers the area currently occupied by six parcels: 160020005, 160020006, 160020023, 160020025, 160020029, and 160020030. The Resort Specific Plan subdivides these parcels into several uses, including 131.1 acres of residential land with densities ranging from 8 to 22 dwelling units per acre. Of the possible 1,750 units in the specific plan, 1,104 are identified as “very high density,” density ranging between 14 and 22 units per acre. Of the 1,104 very high density units, the City took a conservative estimate and assumed that 35% of these units would be developed at 22 units per acre (386 units). The remaining 65%, or 718 units, are identified as appropriate for moderate-income housing. The Resort Specific Plan does not include a phasing plan for development (Table HNA-23).

TABLE HNA-23: RESORT SPECIFIC PLAN DWELLING UNIT CAPACITY

Site Number	APN ¹	Specific Plan Planning Area	Residential Land Use ²	Total Acreage	Density Range (DU/Acre)	Specific Plan Identified Dwelling Units ³	Constraints
RSP 1	-- ¹	P.A. 1	High Density	9.56	8-14	90	none
RSP 2	-- ¹	P.A. 2	High Density	10.22	8-15	115	none
RSP 3	-- ¹	P.A. 3	High Density	9.35	8-16	102	none
RSP 4	-- ¹	P.A. 4	High Density	12.59	8-17	138	none
RSP 10	-- ¹	P.A. 10	High Density	16.67	8-18	201	none
Total High Density				58.39		646	
RSP 5	-- ¹	P.A. 5	Very High Density	15.19	14-22	267	none
RSP 6	-- ¹	P.A. 6	Very High Density	11.37	14-22	160	none
RSP 7	-- ¹	P.A. 7	Very High Density	11.51	14-22	192	none
RSP 8	-- ¹	P.A. 8	Very High Density	10.4	14-22	146	none
RSP 9	-- ¹	P.A. 9	Very High Density	13.27	14-22	186	none
RSP 11	-- ¹	P.A. 11	Very High Density	10.98	14-22	153	none
Total High Density				72.72		1,104⁴	
				35% developed at 22 DU/Acre		POLICY LU-1: 386⁴	
Total				131.11	--	1,750	

Source: City of Eastvale, March 2013

¹ The Resort Specific Plan covers the area currently occupied by six parcels: 160020005, 160020006, 160020023, 160020025, 160020029, and 160020030. The Resort Specific Plan subdivides these parcels into planning areas that overlap multiple parcels; presenting the information as planning areas allows for the most accurate presentation of dwelling units as envisioned by the Resort Specific Plan.

² “Retail/Mixed Use” is a land use type in the Resort Specific Plan. However, since no density or units have been estimated, the designation is not included in this analysis.

³ This column represents maximum capacity, as identified in Figure IV-1 of the Resort Specific Plan.

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⁴Although 1,104 very high density units are possible under the maximum build-out scenario, the City took a more realistic and conservative estimate for this analysis and assumed that 35% of these units would be developed at 22 units per acre (386 units). The remaining 65% of very high density units (718 units) were added to the 646 high density units, yielding a total of 1,364 units that are considered appropriate for moderate-income housing.

SITE INVENTORY

Table HNA-24 compares the City of Eastvale's RHNA to the site inventory capacity. Accounting for the specific plan capacity, the City has a surplus of 62 units available to lower-income households (including extremely low-, very low-, and low-), 1,840 units available to moderate-income households, and 444 units available to above moderate-income households, a total surplus of 2,346 units. **Table HNA-25** provides the characteristics of the available sites for the development of single-family homes and multi-family units, and **Figure HNA-2**, Land Inventory Map, shows the location of each site.

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TABLE HNA-24: COMPARISON OF THE REGIONAL HOUSING NEED AND RESIDENTIAL SITES

Income Group	2014-2021 RHNA	Specific Plan Capacity	Site Inventory Capacity	Total	RHNA Surplus
Extremely Low	187				
Very Low	187	686	--	686	62
Low	250				
Moderate	274	1,364	750	2,114	1,840
Above Moderate	565	--	1,009	1,009	444
Total	1,463	2,050	1,759	3,809	2,346

Source: City of Eastvale, SCAG, March 2013

TABLE HNA-25: LAND INVENTORY

Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints ¹
Agriculture							
1	130020008	A-2-10	AG	45.48	0.05	2	
2	130030043	A-2-10	AG	15.48	0.05	1	
Subtotal				60.96		3	
Low Density Residential							
3	130070002	A-1	LDR	0.96	2	2	Flood Zone, developer to mitigate
4	130070006	A-1	LDR	0.68	2	1	Flood Zone, developer to mitigate
5	130070008	A-1	LDR	0.50	2	1	Flood Zone, developer to mitigate
6	130070015	A-1	LDR	2.32	2	4	
7	130070019	A-1	LDR	1.11	2	2	
8	130080004	A-1	LDR	0.99	2	2	Flood Zone, developer to mitigate
9	144070012	A-1	LDR	4.37	2	7	
10	144070013	A-1	LDR	4.45	2	7	
11	144070014	A-1	LDR	7.43	2	12	

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Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints ¹
12	144070015	A-1	LDR	7.21	2	12	
13	144080008	A-1	LDR	1.42	2	2	
14	144080009	A-1	LDR	0.64	2	1	
15	144090019	A-1	LDR	0.78	2	1	
16	144100002	A-1	LDR	0.97	2	2	
17	144100009	A-1	LDR	1.07	2	2	
18	144100010	A-1	LDR	1.31	2	2	
19	144100011	A-1	LDR	2.38	2	4	
20	144100027	A-1	LDR	2.42	2	4	
21	144100033	A-1	LDR	0.79	2	1	
22	144100034	A-1	LDR	4.64	2	7	
23	144100041	A-1	LDR	1.87	2	3	
24	144100042	A-1	LDR	0.49	2	1	
25	144110027	A-1	LDR	2.39	2	4	
26	144110029	A-1	LDR	2.38	2	4	
27	144110034	A-1	LDR	1.12	2	2	
28	144130008	A-1	LDR	3.93	2	6	
29	144130012	A-1	LDR	0.47	2	1	
30	144130013	A-1	LDR	0.69	2	1	
31	144130016	A-1	LDR	0.51	2	1	
32	130080005	A-1	LDR	5.43	2	9	
33	144070005	A-2	LDR	1.13	2	2	
34	144070006	A-2	LDR	2.11	2	3	
35	144070007	A-2	LDR	2.36	2	4	
36	144070008	A-2	LDR	2.40	2	4	
37	144070016	A-2	LDR	0.94	2	2	
38	144070017	A-2	LDR	0.96	2	2	
39	144070018	A-2	LDR	0.54	2	1	
40	144070020	A-2	LDR	0.72	2	1	
41	144150003	A-2	LDR	0.61	2	1	
42	144150004	A-2	LDR	0.68	2	1	
43	144150006	A-2	LDR	0.77	2	1	
44	144150007	A-2	LDR	0.61	2	1	

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Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints ¹
45	152030006	A-2-5	LDR	4.19	2	7	Flood Zone, developer to mitigate
46	130080008	A-2-10	LDR	4.76	2	8	
47	152040034	R-A-1	LDR	32.54	2	52	Flood Zone, developer to mitigate
Sites with Inconsistent Zoning							
48	144080007	C-1/C-P	LDR		2	--	Flood Zone, developer to mitigate
49	144080017	C-1/C-P	LDR		2	--	
50	144120010	C-1/C-P	LDR		2	--	
51	144080015	C-1/C-P	LDR		2	--	
52	144080006	C-1/C-P	LDR		2	--	
53	144080004	C-1/C-P	LDR		2	--	
54	144080003	C-1/C-P	LDR		2	--	
55	152040034	W-1	LDR		2	--	
Subtotal				121.04		198	
Medium Density Residential							
56	152050046	A-2-5	MDR	4.40	5.0	12	
57	130020008	A-2-10	MDR	20.37	5.0	57	
58	152050050	A-2-10	MDR	13.42	5.0	38	Flood Zone, developer to mitigate
59	164020004	A-2-10	MDR	0.38	5.0	1	
60	164030010	A-2-10	MDR	10.95	5.0	31	
61	164030025	A-2-20	MDR	29.94	5.0	84	
62	152060003	R-R	MDR	7.20	5.0	20	Approx. 55% buildable
63	130030042	R-1	MDR	0.00	5.0	0	
64	130080028	R-1	MDR	0.00	5.0	0	
65	130080031	R-1	MDR	0.00	5.0	0	
66	130653001	R-1	MDR	2.88	5.0	8	
67	130661003	R-1	MDR	29.29	5.0	82	

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Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints ¹
68	130730056	R-1	MDR	0.03	5.0	0	
69	144030029	R-1	MDR	0.45	5.0	1	
70	144030030	R-1	MDR	1.40	5.0	4	
71	144580026	R-1	MDR	0.36	5.0	1	
72	144600045	R-1	MDR	20.92	5.0	59	
73	144780012	R-1	MDR	0.91	5.0	3	
74	164010017	R-1	MDR	41.14	5.0	115	
75	164030032	R-1	MDR	31.19	5.0	87	
76	164030033	R-1	MDR	20.05	5.0	56	
77	164570026	R-1	MDR	0.67	5.0	2	
78	130020001	R-4	MDR	29.29	5.0	117	
79	144010009	SP ZONE	MDR	1.12	5.0	4	
80	144010013	SP ZONE	MDR	0.36	5.0	1	
81	144640057	SP ZONE	MDR	0.91	5.0	4	
82	144650077	SP ZONE	MDR	0.63	5.0	3	
83	144660058	SP ZONE	MDR	0.92	5.0	4	
84	144670077	SP ZONE	MDR	0.91	5.0	4	
85	144670094	SP ZONE	MDR	1.86	5.0	7	
86	144680090	SP ZONE	MDR	0.68	5.0	3	
Sites with Inconsistent Zoning							
87	130020001	C-1/C-P	MDR		5.0	--	
88	152050048	C-1/C-P	MDR		5.0	--	
89	152060002	W-1	MDR		5.0	--	
90	152050040	W-1	MDR		5.0	--	Flood Zone, developer to mitigate
91	152060003	W-1	MDR		5.0	--	Flood Zone, developer to mitigate
92	152420023	W-1	MDR		5.0	--	Flood Zone, developer to mitigate
93	164030019	C-P-S	MDR		5.0	--	
Subtotal				272.63		808	
Medium High Density Residential							
94	152050001	R-3	MHDR	18.52	8.0	119	

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Site #	APN	Zoning	GP Land Use	Total Acreage	Allowable Density	Unit Potential (80%)	Constraints ¹
95	152050007	R-3	MHDR	19.53	8.0	75	
Subtotal				38.05		194	
High Density Residential							
96	160020024	R-3	HDR	11.26	14	126	
97	164030027	R-3	HDR	38.45	14	431	
Sites with Inconsistent Zoning							
98	164030024	A-2-20	HDR		14	--	
99	144060041	A-2-1	HDR		14	--	
Subtotal				49.71		557	

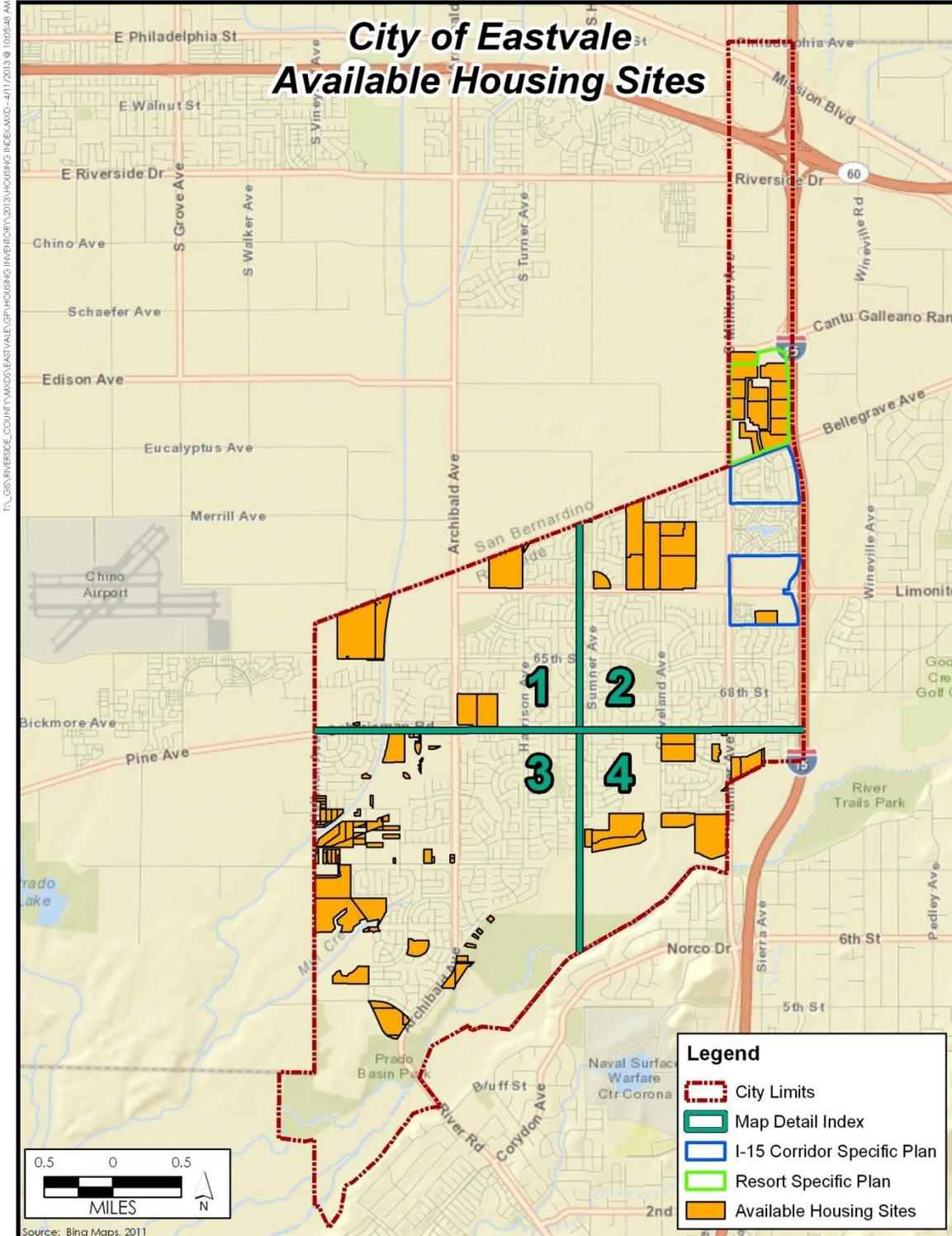
Source: City of Eastvale, March 2013

¹ All sites included in the land inventory have water and sewer available and unless a site constraint is listed, no constraint exists and 80% capacity is assumed, unless otherwise noted.

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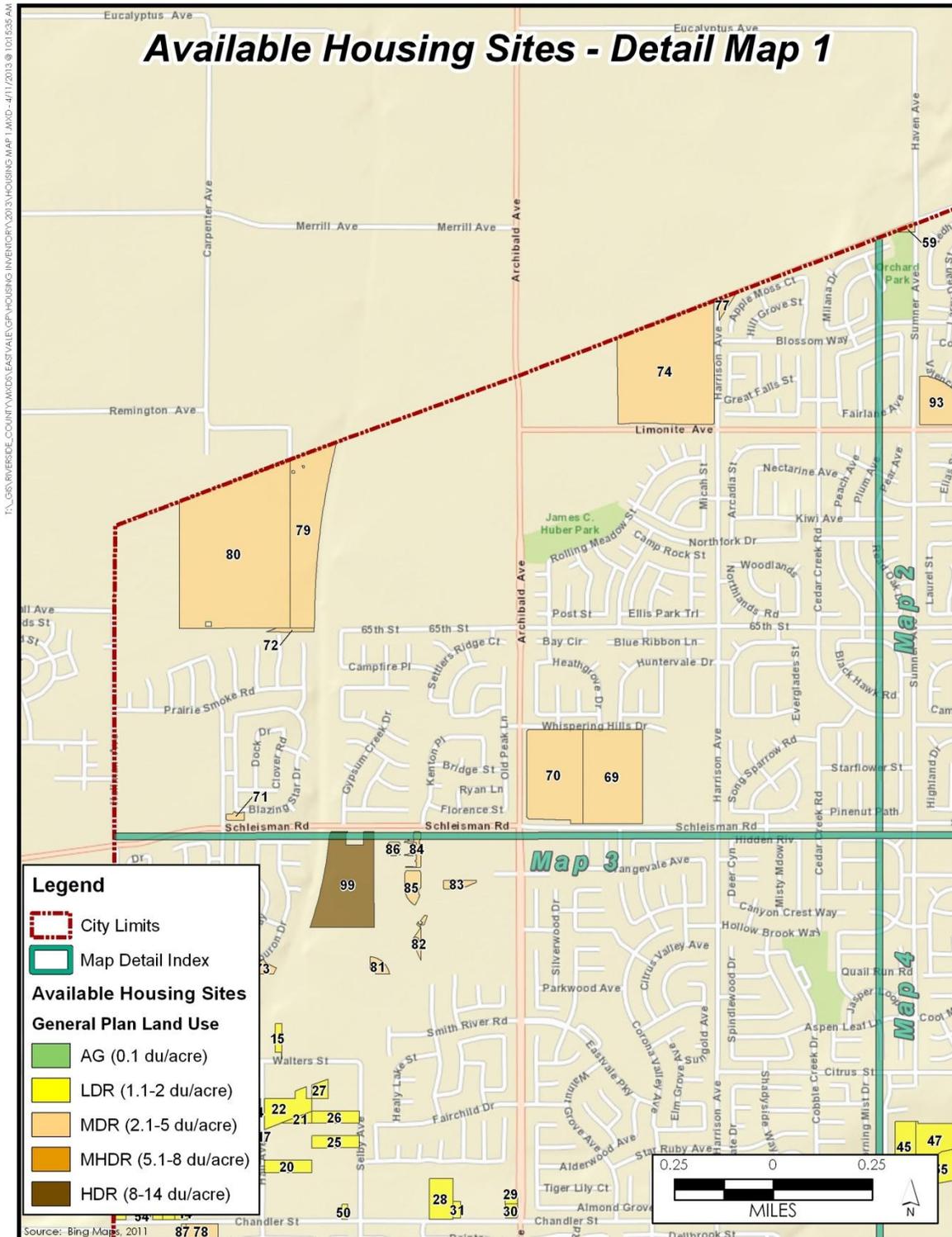
FIGURE HNA-2: LAND INVENTORY MAP



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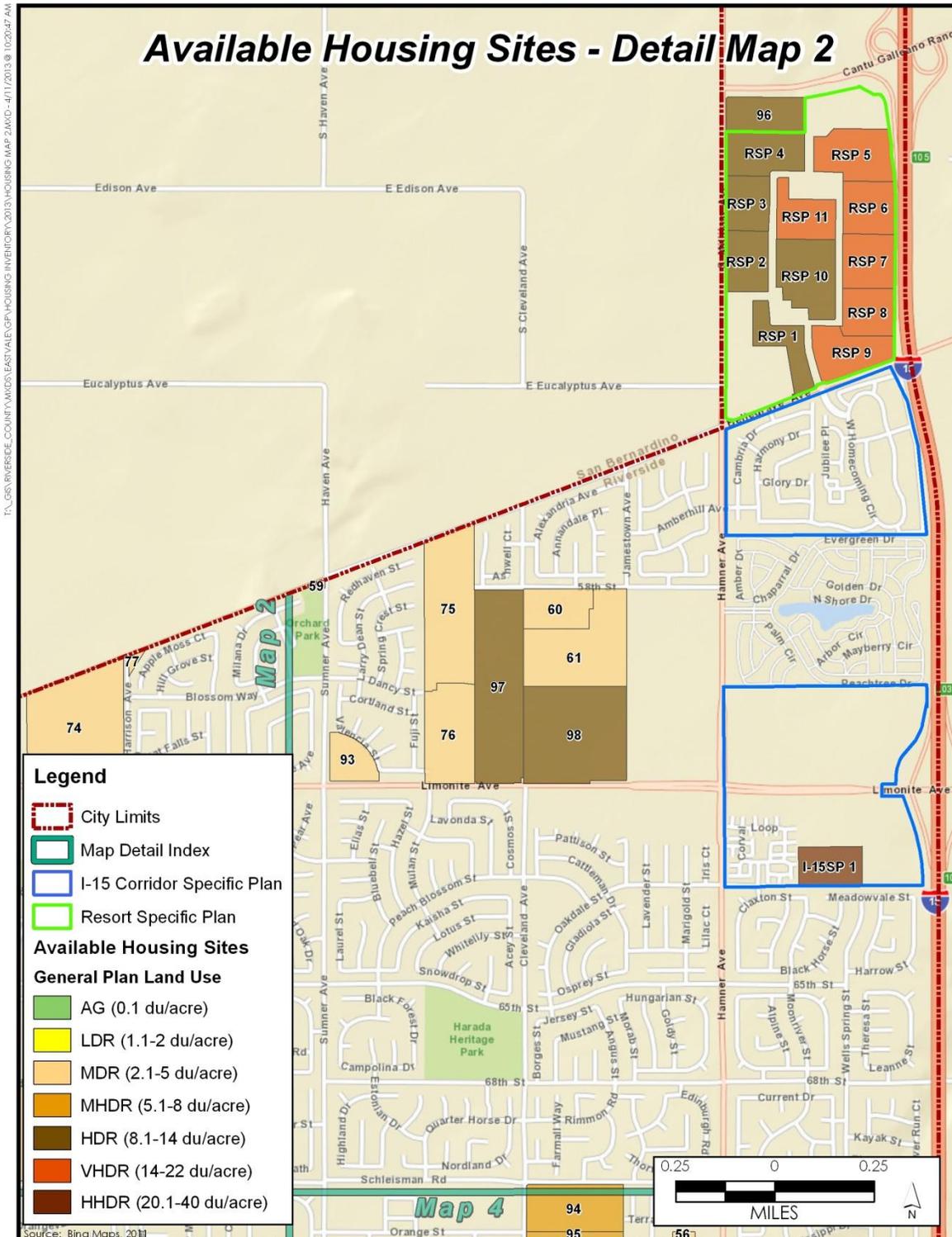
FIGURE HNA-3: LAND INVENTORY MAP, DETAIL 1



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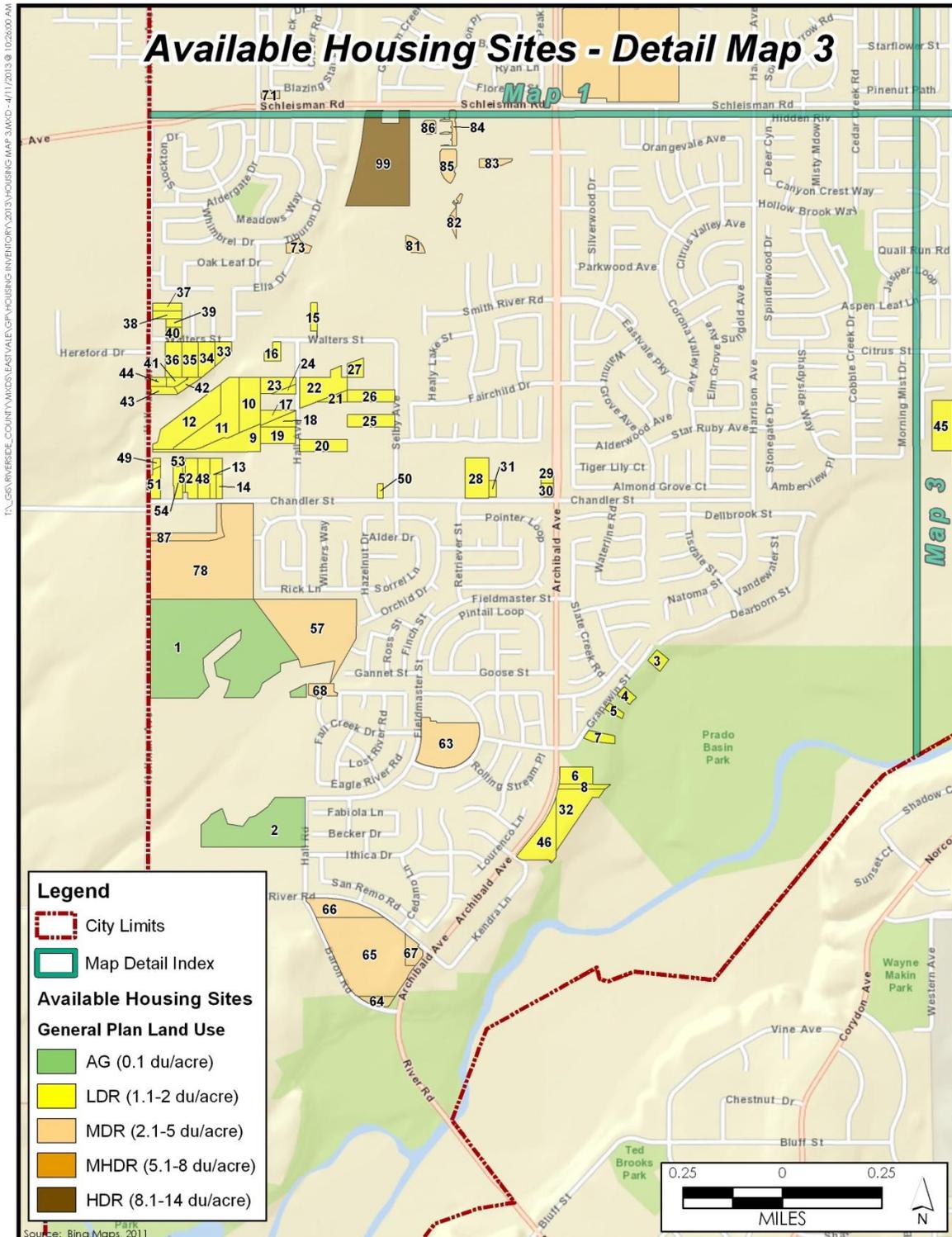
FIGURE HNA-4: LAND INVENTORY MAP, DETAIL 2



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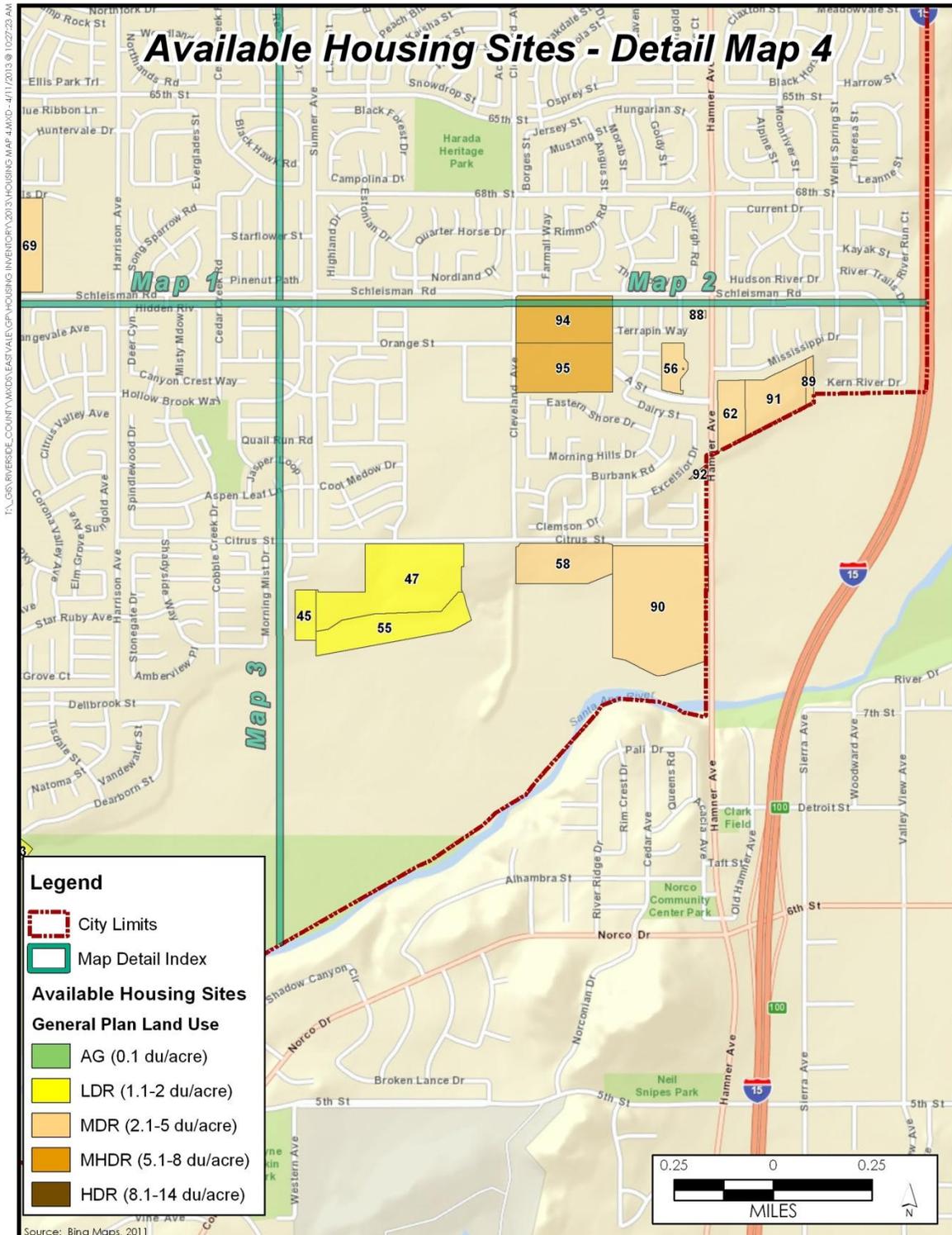
FIGURE HNA-5: LAND INVENTORY MAP, DETAIL 3



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FIGURE HNA-6: LAND INVENTORY MAP, DETAIL 4



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FINANCIAL RESOURCES

FEDERAL PROGRAMS

Community Development Block Grant (CDBG) – This program is intended to enhance and preserve the affordable housing stock. Eligible activities include acquisition, rehabilitation, economic development, and public services. CDBG grants benefit primarily persons/households with incomes not exceeding 80% of the county area median income. The City of Eastvale is now an entitlement city and receives an annual allocation of funding.

HOME Investment Partnership – HOME funding is a flexible grant program awarded on a formula basis for housing activities which takes into account local market conditions, inadequate housing, poverty, and housing production costs. HOME funding is provided to jurisdictions to either assist rental housing or homeownership through acquisition, construction, reconstruction, and/or rehabilitation of affordable housing. Funding is also provided for possible property acquisition, site improvements, and other expenses related to the provision of affordable housing and projects that serve a group identified as having special needs related to housing.

Housing Choice Voucher (Section 8) Program – This program provides rental assistance payments to owners of private market-rate units on behalf of very low-income tenants.

Section 811/202 Program – Nonprofit organizations and consumer cooperatives are eligible to receive no-interest capital advances from HUD for the construction of very low-income rental housing for senior citizens and persons with disabilities. Project-based assistance is also provided in conjunction with this program. Section 811 can be used to develop group homes, independent living facilities, and intermediate care facilities. Eligible activities include acquisition, rehabilitation, new construction, and rental assistance.

HUD Low Income Housing Preservation and Resident Homeownership Act (LIHPRHA) – LIHPRHA was enacted in response to concern over the prepayment of HUD-assisted housing. The legislation addresses the prepayment of units assisted under Section 221(d)(3) and Section 236 (Section 236 replaced the Section 221(d)(3) program in 1968). Generally, the law facilitates the preservation of these low-income units by providing incentives to property owners to either retain their units as low income or to sell the project to priority purchasers (tenants, nonprofits, or governmental agencies). Pursuant to LIHPRHA, HUD must offer a package of incentives to property owners to extend the low-income use restrictions. These incentives would ensure property owners an 8% return on the recalculated equity or their property, provided the rents necessary to yield this return fall within a specified federal cost limit. The cost limits are either 120% of the fair market rent or the prevailing rent in the local market. If HUD can provide the owner with this return, the owner cannot prepay the mortgage. The owner must either stay in the program or offer to sell the project (a voluntary sale) to a priority purchaser for a

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12-month option period or to other purchasers for an additional three months. The owner is required to document this choice in a Plan of Action.

If HUD cannot provide the owner with the 8% return, i.e., the rents required would exceed federal cost limits, the owner may prepay only after offering the sale to priority purchasers for 12 months or to other qualified buyers for an additional three months (a mandatory sale) and filing a Plan of Action which demonstrates that conversion will not adversely impact affordable housing or displace tenants. According to the California Housing Partnership Corporation, most projects in California will fall within federal cost limits, except those with exceptionally high rental value or condominium conversion potential.

Projects that are preserved under either of these methods are required to maintain affordability restrictions for the remaining useful life of the project, which is defined minimally as 50 years. Despite these requirements, property owners may still be able to prepay. First, the owner may prepay the property if no bona fide offer to purchase the property is made. Second, HUD may not provide some of the discretionary monies to priority purchasers in preservation sales. Finally, the overall success of the preservation efforts is contingent on congressional appropriation of sufficient funding to HUD.

STATE PROGRAMS

California Housing Finance Agency (CHFA) Multiple Rental Housing Programs – This state program provides below-market-rate financing to builders and developers of multiple-family and elderly rental housing. Tax-exempt bonds provide below-market mortgage money. Eligible activities include new construction, rehabilitation, and acquisition of properties with 20–150 units.

Low Income Housing Tax Credit (LIHTC) – This state program provides tax credits to individuals and corporations that invest in low-income rental housing. Tax credits are sold to corporations and people with high tax liability, and proceeds are used to create housing. Eligible activities include new construction, rehabilitation, and acquisition.

California Community Reinvestment Corporation (CCRC) – This private, nonprofit mortgage banking consortium provides long-term debt financing for affordable multi-family rental housing. Eligible activities include new construction, rehabilitation, and acquisition.

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LOCAL PROGRAMS

Nonprofit Entities –Nonprofit entities serving Riverside County, including Eastvale, can be contacted to gauge their interest and ability in acquiring and/or managing units at risk of conversion. A partial listing of entities with resources in the Riverside County area includes:

- Alternatives for Domestic Violence
- Shelter from the Storm
- Banning Partners for a Revitalized Community
- Catholic Charities
- Coachella Valley Housing Coalition
- Fair Housing Council of Riverside County
- Family Service Association of Riverside County
- Habitat For Humanity
- Lutheran Social Services
- Shared Housing

OPPORTUNITIES FOR ENERGY CONSERVATION

The cost of housing includes not only the rent but also utility costs. Higher utility expenses reduce affordability. Building affordable homes is not the same as making homes affordable to live in. Cheaply built homes invite callbacks, complaints, and discomfort, and they waste energy. Therefore, additional first costs to improve energy efficiency do not make housing less affordable in the long run. Energy efficiency in affordable housing, more than any other building sector, makes a critical impact on the lives of tenants. According to HUD, utility bills burden the poor and can cause homelessness. **Table HNA-26** summarizes available programs related to energy conservation that can be considered and engaged in the production of affordable housing.

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TABLE HNA-26: ENERGY CONSERVATION PROGRAMS

Housing Program	Program Intent/Description	Eligible Activities	Funding Source
Utility Assistance Program	Low-income households are assisted with utility expenses. Several resources are leveraged to provide each consumer with maximum assistance.		
241(a) Rehabilitation Loans for Multi-Family Projects	Provides mortgage insurance for improvements, repairs, or additions to multi-family projects.	Energy conservation Multi-family rehabilitation	HUD
Community Development Block Grant Entitlements	Provides formula funds to metropolitan cities and urban counties to support the development of viable urban communities by providing decent housing and a suitable living environment and expanding economic opportunities.	Acquisition Infrastructure improvements Group homes/homeless and transitional housing Housing preservation and rehabilitation New construction (if completed by non-profit groups)/self-help housing Public services and community facilities Landlord/tenant mediation Accessibility retrofit and energy conservation Administration	HUD
Community Facilities Loans	Provides loan and loan guarantees to fund the construction, enlargement, or improvement of community facilities in rural areas, towns, and cities.	Community facilities Infrastructure/public works	Rural Housing Service
Rural Housing Preservation Grants	Supports the rehabilitation and repair of homeownership and rental housing for very low- and low-income households living in rural substandard housing.	Rehabilitation Construction Preservation of affordable housing Energy conservation	Rural Housing Service

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Housing Program	Program Intent/Description	Eligible Activities	Funding Source
CalHOME	Loans and grants to local public agencies and nonprofit developers to assist individual households through deferred payment loans. Direct, forgivable loans to assist development of projects involving multiple-ownership units, including single-family subdivisions.	Acquisition Energy conservation Infrastructure development New construction single-family	HCD
DOE Energy Weatherization Assistance Program	Reduces the heating and cooling costs for low-income families by improving energy efficiency of their homes. Focuses on low-income seniors, individuals with disabilities, and families with children. Assistance includes (1) in-home energy education; (2) energy-related home repairs; (3) blower door-guided air sealing; (4) heat system safety tests, repair and tune; (5) duct insulation and sealing; (6) attic insulation; and (7) hot water savings measures.	Energy conservation Rehabilitation and repair	California Department of Community Services and Development
Low Income Home Energy Assistance Program (LIHEAP)	The LIHEAP block grant is funded by the Department of Health and Human Services and provides financial assistance and home weatherization. This is accomplished through three components: (1) the Weatherization Program which provides free weatherization services to improve the energy efficiency of homes including attic insulation, weather stripping, minor housing repairs and related conservation measures; (2) the Home Energy Assistance Program (HEAP) which provides financial assistance to eligible households to offset the costs of heating or cooling dwellings; (3) the Energy Crisis Intervention Program which provides payments for weather-related emergencies.	Financial assistance Energy conservation	California Department of Community Services and Development

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Housing Program	Program Intent/Description	Eligible Activities	Funding Source
Neighborhood Housing Services	NHS is a three-way partnership among neighborhood residents, local government, and local businesses. NRC provides direct technical assistance, expendable grants, and capital grants to NHS, which makes loans for rehabilitation.	Rehabilitation Energy conservation Community services/facilities	Neighborhood Reinvestment Group
Weatherization Program	Provide weatherization services and assistance through grants and financial assistance. Activities may include energy conservation measures, weatherization such as weather stripping, water heater wrap, insulation of various home components, and financial assistance.	Weatherization rehabilitation	Southern California Gas, DOE, WEER, LIHEAP

Source: City of Eastvale 2011

HOUSING CONSTRAINTS

Various interrelated factors can constrain the ability of the private and public sectors to provide adequate housing and meet the housing needs for all economic segments of the community. These factors can be divided into two categories: (1) governmental constraints and (2) non-governmental constraints. Governmental constraints consist of land use controls, development standards, processing fees, development impact fees, code enforcement, site improvement costs, development permit and approval processing, and provisions for a variety of housing. Non-governmental constraints consist of land availability, the environment, vacancy rates, land cost, construction costs, and availability of financing.

GOVERNMENTAL CONSTRAINTS

Governmental constraints are policies, standards, requirements, or actions imposed by the various levels of government upon land and housing ownership and development. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document.

LAND USE CONTROLS

General Plan Land Use Designations

Each city and county in California must prepare a comprehensive, long-term general plan to guide its future. The land use element of the general plan establishes the basic land uses and density of development within each jurisdiction. Under state law, the general plan elements must be internally consistent, and each jurisdiction's zoning must be consistent with its general plan. Thus, the land use plan must provide suitable locations and densities to implement the policies of the Housing Chapter.

Table HNA-27 shows the residential General Plan land use designations for the City of Eastvale. The land use designations support a variety of housing types, ranging from very low-density development, which generally includes single-family homes on large lots, to high-density development, which includes multi-family development.

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TABLE HNA-27: GENERAL PLAN LAND USE DESIGNATIONS

	Land Use Designation	Allowed Density	General Uses
AG	Agriculture	10 ac min.	Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
RR	Rural Residential	5 ac min.	Single-family residences with a minimum lot size of 5 acres. Allows limited animal-keeping and agricultural uses, recreational uses, compatible resource development and associated uses, and governmental uses.
RM	Rural Mountainous	10 ac min.	Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal-keeping, agriculture, recreational uses, compatible resource development and associated uses, and governmental uses.
RD	Rural Desert	10 ac min.	Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal-keeping, agriculture, recreational, renewable energy uses including solar, geothermal, and wind energy uses.
EDR EDR-RC	Estate Density Residential	2 ac min.	Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal-keeping uses are expected and encouraged.
VLDR VLD-RC	Very Low Density Residential	1 ac min.	Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian, and animal-keeping uses are expected and encouraged.
LDR LDR-RC	Low Density Residential	1/2 ac min.	Single-family detached residences on large parcels of 1/2 to 1 acre. Limited agriculture, intensive equestrian, and animal-keeping uses are expected and encouraged.
MDR	Medium Density Residential	2.1–5 du/ac	Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal-keeping is permitted.
MHDR	Medium High Density Residential	5.1–8 du/ac	Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.

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	Land Use Designation	Allowed Density	General Uses
HDR	High Density Residential	8.1–14 du/ac	Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line home.
VHDR	Very High Density Residential	14.1–20 du/ac	Single-family attached residences and multi-family dwellings. Note that the Resort Specific Plan allows for 22 du/ac in VHDR parcels.
HHDR	Highest Density Residential	20.1–40 du/ac	Multi-family dwellings, includes apartments and condominiums. Multi-storied (3+) structures are allowed.
MUPA	Mixed Use Planning Area	n/a	This designation is applied to areas outside of community centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Source: City of Eastvale 2011

Zoning Districts

Zoning, unlike the General Plan, is regulatory. Under the Zoning Code, development must comply with specific, enforceable standards such as minimum lot requirements, minimum setbacks, maximum building heights, and a list of allowable uses (Table HNA-28).

TABLE HNA-28: RESIDENTIAL ZONING DISTRICTS

	Zone	General Uses
R-1	One-Family Dwelling	One-family dwellings, mobile homes on permanent foundations, mobile home parks
R-2	Multiple-Family Dwelling	One-family dwellings, multiple-family dwellings, congregate care residential, single-family subdivisions, two-family dwellings, mobile home parks, boarding, rooming and lodging houses, bungalow courts, apartment houses
R-3	General Residential	One-family dwellings, multiple-family dwellings, congregate care facilities, two-family dwellings, bungalow courts, apartment houses, boarding, rooming and lodging houses, mobile home parks
R-4	Planned Residential	One-family dwellings, multiple-family dwellings, mobile home parks
R-6	Residential Incentive	One-family dwellings, mobile homes on permanent foundations, mobile home parks, multiple-family dwellings, planned residential developments, apartments

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Zone		General Uses
A-1	Light Agriculture	One-family dwellings, mobile homes, farm labor camps, mobile home parks
A-2	Heavy Agriculture	One-family dwellings, agricultural mobile homes, labor camps
R-A	Residential Agriculture	One-family dwellings, mobile homes on permanent foundations, agricultural mobile homes, mobile home parks
R-R	Rural Residential	One-family dwellings, mobile home parks, RV parks, farm labor camps, guest ranches, planned residential development
R-T	Mobile Home Subdivisions and Mobile Home Parks	One-family dwellings, mobile homes, mobile home parks, mobile home subdivisions
S-P	Specific Plan	Residential, commercial, manufacturing, open space, public facilities, health, and community facilities, agricultural uses pursuant to the permit requirements outlined in the adopted Specific Plan

Source: City of Eastvale Zoning Code 2011

Note: Density established by the Eastvale General Plan, Land Use Map

Table HNA-29 shows the associated zoning that is consistent with the General Plan land use designation densities. As previously mentioned, density in the City of Eastvale is determined by the land use designation and not the zoning.

TABLE HNA-29: RESIDENTIAL COMPATIBILITY MATRIX

General Plan Land Use	Associated Zoning District
LDR	R-R
MDR	R-1, R-2, R-3, R-4
MHDR	R-2, R-3, R-4, R-6
HDR	R-3, R-4, R-6
VHDR	R-3, R-4, R-6
HHDR	R-3, R-4, R-6

Source: City of Eastvale 2011

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DEVELOPMENT STANDARDS

The City of Eastvale regulates the type, location, and scale of residential development primarily through its Zoning Code. Zoning regulations are designed to protect and promote the health, safety, and general welfare of residents, as well as preserve the character and integrity of neighborhoods.

The City updated its Zoning Code in 2012. Table HNA-30 summarizes the specific residential development standards in the Zoning Code update.

TABLE HNA-30: RESIDENTIAL ZONING CRITERIA

Development Standards	A-1	A-2	R-A	R-R	R-1	R-2	R-3	R-4	R-5	R-T
Lot Dimensions										
Minimum Lot Size (sf)	20,000	20,000	20,000	21,780	7,200	7,200	7,200	3,500	–	5,000
Minimum Lot Width	100 ft	100 ft	100 ft	80 ft	60 ft	60 ft	60 ft	40 ft	–	–
Frontage	60 ft	60 ft	60 ft	60 ft	–	–				
Minimum Lot Depth	150 ft	150 ft	150 ft	150 ft	100 ft	100 ft	100 ft	80 ft	–	–
Setbacks										
Front	20 ft	20 ft	10 ft	20 ft	50 ft					
Side – Interior	5 ft	10 ft	10 ft	10 ft	10 ft	10 ft	5 ft	5 ft	50 ft	10
Side – Street	5 ft	10 ft	10 ft	10 ft	10 ft	10 ft	5 ft	5 ft	50 ft	10
Rear	10 ft	10 ft		10 ft	50 ft	–				
Separation	–	–	–	–	–	15 ft/ 20 ft	–	–	20 ft	–
Height										
Primary Building	40 ft	40 ft	40 ft	40 ft	40 ft/3 stories	40 ft/3 stories	50 ft	40 ft/3 stories	50 ft	35 ft

Source: City of Eastvale Zoning Code 2012

Notes: Density established by the Eastvale General Plan, Land Use Map
There are no minimum lot coverage requirements.

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Parking Requirements

In Southern California, providing sufficient parking for vehicles is an essential part of good planning. At the same time, excessive parking requirements can detract from the feasibility of developing new housing at a range of densities necessary to facilitate affordable housing. The City’s Zoning Code establishes residential parking standards as summarized in **Table HNA-31**.

Residential parking standards are not deemed to be a constraint to the development, improvement, and maintenance of housing. The current standards match current vehicle ownership patterns of residents and do not have an impact on the cost or supply of housing. In an effort to assist with the development of housing affordable to lower-income households, the City allows for parking reductions for affordable projects (see **Action H-4.3**).

TABLE HNA-31: RESIDENTIAL PARKING REQUIREMENTS

Type of Residential Development	Required Parking
Single-Family:	2 spaces/unit
Multi-Family:	
One bedroom or studio	1.25 spaces/unit
Two bedrooms	2.25 spaces/unit
Three or more bedrooms	2.75 spaces/unit
Planned Residential Development:	
One bedroom	1.5 spaces/unit
Two or more bedrooms	2.5 spaces/unit
Senior housing	Same as single- and multi-family requirements
Mobile Home Parks	2 spaces/unit*

Source: City of Eastvale 2011

*Spaces may be tandem but must provide one guest space for every eight mobile home spaces.

Density Bonus

Under current state law (SB 1818 of 2004), cities and counties must provide a density increase up to 35% over the otherwise maximum allowable residential density under the Municipal Code and the Land Use Chapter of the General Plan (or bonuses of equivalent financial value) when builders agree to construct housing developments with units affordable to low- or moderate-income households. In 2012, the City of Eastvale updated its Zoning Code to conform with Government Code Section 65915.

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PROVISIONS FOR A VARIETY OF HOUSING

Housing element law specifies that jurisdictions must identify adequate sites to be made available through appropriate zoning and development standards to encourage the development of various types of housing for all economic segments of the population. This includes single-family housing, multi-family housing, manufactured housing, mobile homes, emergency shelters, and transitional housing, among others. **Table HNA-32** provides a summary of the permitted housing types based on the changes proposed in the Zoning Code update.

TABLE HNA-32: HOUSING TYPES PERMITTED BY ZONE

Land Use	A-1	A-2	R-A	R-R	R-1	R-2	R-3	R-4	R-5	R-6	R-T
Agricultural Workers Housing	P	P	P	C							
Boarding, Rooming and Lodging Houses						P	P				
Bungalow Courts						P	P				
Congregate Care Facilities (7 or more persons)						C	C				
Emergency Shelters ¹											
Family Day Care, large			P	P	P	P	P	P	P	P	P
Family Day Care, small			P	P	P	P	P	P	P	P	P
Dwelling, Multiple-Family						P	P	P		P	
Dwelling, Second Unit	P	P		P							
Dwelling, Single-Family	P	P	P	P	P	P	P	P			P
Dwelling, Two-Family						P	P			P	
Group Homes (6 or fewer persons)			P	P	P	P	P	P	P	P	P
Home Occupations	P	P	P	P		P	P		P		P
Mobile Home Parks	C		C	C	C	C	C	C		C	C
Mobile Home	P	P	P	P	P	P	P	P			P
Senior Housing							P			P	
Single Room Occupancy Units ²											
Supportive Housing			P	P	P	P	P	P	P	P	P
Transitional Housing			P	P	P	P	P	P	P	P	P

Source: City of Eastvale Zoning Code 2012

P = Permitted, C = Conditional Use Permit

¹ The City permits emergency shelters by right in the Light Industrial (L-I) land use designation on parcels zoned Industrial Park (I-P).

² The City allows for single-room occupancy units in the General Commercial (C-1/C-P).

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Emergency Shelters

The California Health and Safety Code (Section 50801) defines an emergency shelter as “housing with minimal supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person. No individual or households may be denied emergency shelter because of an inability to pay.”

New legislation (Senate Bill 2 (Cedillo, 2007)) requires jurisdictions to allow emergency shelters and supportive and transitional housing without a conditional use permit. The City’s Zoning Code currently classifies emergency/transitional shelters with more than six beds as a congregate or group facility, and they are implicitly included as such in the Zoning Code. Shelters or transitional housing with more than six beds are subject to a conditional use permit. The City must identify a zone(s) where emergency shelters will be allowed as a permitted use without a conditional use permit or other discretionary permit. The zone or zones identified must have land available to accommodate an emergency shelter.

Within the identified zone, only objective development and management standards may be applied, given they are designed to encourage and facilitate the development of or conversion to an emergency shelter.

In 2012, the City amended the Zoning Code to allow for emergency shelters by right in the Light Industrial (L-I) land use designation on parcels zoned Industrial Park (I-P). Currently there are three vacant parcels totaling 32.84 acres with this land use designation and zoning. In addition, the city has many underutilized warehouses at any given time that range in size from 50,000 square feet to 100,000 square feet. With this capacity, there is adequate capacity that would allow for the provision of an emergency shelter.

These vacant sites and underutilized warehouses are close to both services and transit. The sites surrounding these available parcels are mainly distribution centers with some light industrial activities which take place within the buildings. There are also such uses as indoor go-cart racing and a large assembly hall. These sites are free from environmental hazards that would adversely affect an emergency shelter.

Supportive and Transitional Housing

Supportive housing is defined by Section 50675.14 of the Health and Safety Code as housing with linked on-site or off-site services with no limit on the length of stay and that is occupied by a target population as defined in Health and Safety Code Section 53260 (i.e., low-income person with mental disabilities, AIDS, substance abuse, or chronic health conditions, or persons whose disabilities originated before the age of 18). Services linked to supportive housing usually focus on retaining housing, living and working in the community, and/or health improvement.

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Transitional housing is defined in Section 50675.2 of the Health and Safety Code as rental housing for stays of at least six months but where the units are recirculated to another program recipient after a set period. It may be designated for a homeless individual or family transitioning to permanent housing. This housing can take many structural forms such as group housing and multi-family units and may include supportive services to allow individuals to gain necessary life skills in support of independent living.

Pursuant to SB 2, transitional and supportive housing types are required to be treated as residential uses and subject only to those restrictions that apply to other residential uses of the same type in the same zone. In order to comply with SB 2, the City's Zoning Code includes the current definition of transitional housing and supportive housing as stated in this document and lists both transitional and supportive housing as permitted uses within residential zones.

Extremely Low-Income Households

Extremely low-income households typically comprise persons with special housing needs, including but not limited to persons experiencing homelessness or at risk of homelessness, persons with substance abuse problems, and farmworkers. Assembly Bill 2634 (Lieber, 2006) requires the quantification and analysis of existing and projected housing needs of extremely low-income households. Housing elements must also identify zoning to encourage and facilitate supportive housing and single-room occupancy units (SROs).

In 2012, the City updated its Zoning Code to explicitly define and allow for single-room occupancy units in the General Commercial (C-1/C-P) zone. In addition, **Action H-8.1** and **Action H-9.1** will continue to encourage and facilitate the development of housing affordable to extremely low-income households; the City will prioritize funding, offer financial incentives, and offer regulatory concessions.

Congregate Care Residential Facilities

Health and Safety Code Sections 1267.8, 1566.3, and 1568.08 require local governments to treat licensed group homes and residential care facilities with six or fewer residents no differently than other by-right single-family housing uses. "Six or fewer persons" does not include the operator, the operator's family, or persons employed as staff. Local agencies must allow these licensed residential care facilities in any area zoned for residential use and may not require licensed residential care facilities for six or less to obtain conditional use permits or variances that are not required of other family dwellings.

Currently, congregate care residential facilities are a permitted use in most zones with a conditional use permit. In 2012 the City amended its Zoning Code to allow for group homes (six or fewer persons) to be treated no differently

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than other by-right single-family homes and for residential care facilities (seven or more persons) with a conditional use permit in the R-2 and R-3 zones.

Housing for Persons with Disabilities

The City of Eastvale incorporates the Federal Fair Housing Act and the California Fair Employment and Housing Act of 1964 as a part of its building requirements. These two statutes address the fair housing practices adhered to by the City, which include practices against housing discrimination toward persons with disabilities. In compliance with SB 520, a complete evaluation of the City's zoning laws, practices, and policies was done as a part of the Housing Chapter update process. No constraints to housing development for persons with disabilities were found at that time. However, the City amended its Zoning Code to include a general process to ensure reasonable accommodation (Section 1.5.D. Reasonable Accommodation).

- **Reasonable accommodations** – The City's Zoning Code includes administrative procedures for reviewing and approving requests for modifications to building or zoning requirements in order to ensure reasonable accommodations for persons with disabilities (Section 1.5.D).
- **Separation requirements** – The City's Zoning Code does not impose any separation requirements between group homes. Congregate residential care facilities shall be located in accordance with all applicable developmental and locational guidelines under the General Plan and shall be located in those areas which offer appropriate services for the residents of these facilities, including necessary medical, transportation, shopping, recreational, and nutritional programs.
- **Site planning requirements** – The site planning requirements for group homes and residential care facilities are no different than for other residential uses in the same zone.
- **Definition of family** – Family is defined in the glossary of the Eastvale Zoning Code as: "One or more persons living together in a dwelling unit, with common access to, and common use of all living, kitchen, and eating areas within the dwelling unit." This definition is consistent with current housing law.

LOCAL PROCESSING AND PERMIT PROCEDURES

Development review procedures exist to ensure that proposals for new residential development comply with local regulations and are compatible with adjacent land uses. **Table HNA-33** provides typical local development timelines. As shown in **Table HNA-34**, processing times for Eastvale are relatively quick: single-family projects require 1.5 to 2 months, while multi-family projects typically require 2 to 3 months.

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TABLE HNA-33: LOCAL DEVELOPMENT PROCESSING TIMELINES

Item	Approximate Length of Time from Submittal to Public Hearing
Conditional Use Permit	3–6 months; may require addition time for CEQA review
Zoning Clearance	1 week or less
Minor Development Review	1–2 months
Major Development Review	2–3 months, depending on the size of the project; may require additional time for CEQA review
Specific Plan	12–15 months, including CEQA review
Tentative Tract Map/Parcel Map/Subdivision	6–9 months; may require addition time for CEQA review
Variance	1–2 months
Zone Change	6–8 months
General Plan Amendment	6–12 months, depending on the complexity of the project
Environmental Documentation (EIR)	6–12 months, depending on the complexity of the project

Source: City of Eastvale 2013

TABLE HNA-34: TYPICAL PROCESSING PROCEDURES BY PROJECT TYPE

Steps	Single-Family	Multi-Family
Step 1: Submit building permit application and construction plans	10-day review period	10-day review period
Step 2: Plan correction request to applicant	2 weeks	3–4 weeks
Step 3: Submit revised construction plans	2-day review period	2-day review period
Estimated Total Processing Time	1.5–2 months	2–3 months

Source: City of Eastvale 2013

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Development Review Process

The following review process that discusses Zoning Clearance and Minor and Major Development Review are in the Zoning Code update, which will be adopted prior or consecutive to the Housing Chapter.

The City of Eastvale's Development Review provides a method for the City to review development proposals based on size, site characteristics, and type of project. This process is not seen as a constraint to development but rather as a way to ensure all development complies with applicable requirements.

The following types of review apply:

- Zoning Clearance
- Minor Development Review
- Major Development Review

Zoning Clearance

The purpose of the Zoning Clearance process is to ensure that all new and modified uses and structures comply with applicable provisions of the Zoning Code, using administrative procedures.

Applicability. Zoning Clearance is conducted by the Planning Director as part of the building permit or other City application review. Zoning Clearance is required for the following actions:

- All structures that require a building permit
- Signs
- Business licenses
- All planning entitlement and permit approvals to ensure compliance with applicable conditions of approval
- All other City applications that may be subject to the provisions of the Zoning Code, including, but not limited to, tree removal, business license, encroachment, and grading and improvement plans

Approving Authority and Procedure. The Planning Director is the designated approving authority for Zoning Clearance. The procedures are established by the Planning Director. Public notice and public hearing are not required for Zoning Clearance.

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Appeals. Zoning Clearance is a ministerial decision by the Planning Director and is not subject to appeal.

Minor Development Review

The intent of Minor Development Review is to provide a process to consider minor site plan or architectural changes related to new or existing buildings.

Requirements. Minor Development Review is required for the following items:

- Master home plans for single-family residential subdivisions
- New construction of a multi-family residential building or structure with fewer than 20 units
- New construction of a nonresidential building or structure less than 5,000 square feet (e.g., commercial, office, industrial, public/quasi-public)
- Additions of more than 1,000 square feet and less than 5,000 square feet to any building or structure or nonresidential buildings or structures
- The exterior remodel of multi-family residential buildings or structures or nonresidential buildings or structures
- Permanent outdoor storage and service uses
- Permanent and seasonal outdoor seating
- Other items identified in the Zoning Code

Exemptions. The following structures are exempt from Minor Development Review. However, such structures may require Zoning Clearance, such as a ministerial building permit, to ensure compliance with adopted building code standards and applicable Zoning Code provisions.

- Single-family custom homes
- Additions to or the exterior remodels of single-family residential homes
- Additions less than 1,000 square feet in size to buildings or structures
- Accessory structures consistent with the provisions

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- Repairs and maintenance to the site or structure that do not add to, enlarge, or expand the area occupied by the land use, or the floor area of the structure and that employ the same materials and design as the original construction
- Interior alterations that do not change the permitted use of the structure

Approving Authority. The Planning Director is the designated approving authority for Minor Development Review. Minor Development Review approval is required prior to issuance of any ministerial building permits or site improvement plans and prior to or in conjunction with discretionary action of or any development applications (e.g., conditional use permit, variance).

Planning Director – Elevation to Planning Commission. The Planning Director may elevate a Minor Development Review to the Planning Commission for review and consideration. In such instances, the permit request shall become a Major Development Review.

Findings. A Minor Development Review may be made only when the designated approving authority makes all of the following findings in writing:

- The proposed project is consistent with the General Plan and complies with applicable zoning regulations, specific plan provisions, and other applicable provisions adopted by the City.
- The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.
- The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.
- The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

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Major Development Review

The purpose of Major Development Review is to provide a process for the review of development project in the community. The provisions are intended to promote the orderly and harmonious growth of the city; to encourage development in keeping with the desired character of the city; to ensure physical, visual, and functional compatibility between uses; and to help prevent the depreciation of land values by ensuring proper attention is given to site and architectural design.

Requirements. Major Development Review is required for the following types of projects:

- Single-family residential subdivision maps
- New construction of a multi-family residential building or structure with 20 or more units
- New construction of a nonresidential building or structure 5,000 square feet or more (e.g., commercial, office, industrial, public/quasi-public)
- Additions of 5,000 square feet or more to any building or structure

Exemptions. Anything subject to Minor Development Review or exempt from Minor Development Review is exempt from Major Development Review. Refer to Section 2.1.2. C.2 (Requirements) and 2.1.2.C.3 (Exemptions) of the Zoning Code.

Approving Authority. The Planning Commission is the designated approving authority for Major Development Review. The Planning Commission approves, approves with conditions, or denies applications for Major Development Review after making the necessary findings. Major Development Review approval is required prior to issuance of any building permits or site improvement plans and prior to or in conjunction with discretionary action of corresponding development applications (e.g., conditional use permit, variance).

Findings. Major Development Review may be granted only when the designated approving authority makes all of the following findings in writing:

- The proposed project is consistent with the objectives of the General Plan and complies with applicable zoning regulations, specific plan provisions, special planning area provisions, design guidelines, and improvement standards adopted by the City.
- The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

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- The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing, and similar elements, establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.
- The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.
- For residential subdivisions, the subdivision is well integrated with the city's street network, creates unique neighborhood environments, reflects traditional architectural styles, and establishes a pedestrian-friendly environment.

Although Major Development Review does require approval by the Planning Commission, if all requirements are met, the project will have no problem being approved. To ensure projects are approved, the City has a pre-application process that allows potential multi-family developers to meet with City staff for an initial review of their application. This allows the developer to revise anything that may be of concern to the City.

As mentioned previously, the Major Development Review provisions are intended to promote the orderly and harmonious growth of the city; to encourage development in keeping with the desired character of the city; to ensure physical, visual, and functional compatibility between uses; and to help prevent the depreciation of land values by ensuring proper attention is given to site and architectural design. These provisions are not to prevent and/or constrain the development of affordable housing.

EASTVALE NEIGHBORHOOD PRESERVATION ORDINANCE

In late 2005, the County of Riverside, acting in response to concerns from residents in then-unincorporated Eastvale, adopted a set of regulations covering a variety of topics to protect the quality of Eastvale's neighborhoods and commercial districts. These regulations, the Eastvale Neighborhood Preservation Overlay Zone, were adopted as an amendment to the Riverside County Zoning Code and cover the portion of Eastvale generally south of Bellegrave Avenue (corresponding with the Eastvale Area Plan's boundaries from the County General Plan). The Eastvale Neighborhood Preservation Overlay is now an integral part of the Eastvale Zoning Code (Municipal Code Section 120.05.080, Neighborhood Preservation Standards).

These standards mirror similar ordinances in many California cities, but are much more extensive than the standards governing other unincorporated areas of Riverside County. The Eastvale Neighborhood Preservation Overlay Zone covers eight basic areas:

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- **Streets** – A variety of standards to ensure attractive streets, including requirements that landscaped areas be maintained, that trash containers are stored out of view, and that recreational equipment (basketball hoops, slides, swings, jungle gyms, volleyball nets, grills, portable barbecues, fire pits, and outdoor heaters) is stored out of view from the street.
- **Parking** – Limits on parking on the street (generally 72 hours), prohibitions against working on cars on a public street, time limits for commercial vehicle parking, and requirements that recreation vehicles and trailers be parked in side or rear yard or garage.
- **Yard Maintenance** – General requirements that front and side yards visible from public streets be maintained properly. Also includes limits on accessory structures (sheds, carports, pool houses, etc.) that are slightly different from those in the Zoning Code.
- **Fences and Walls** – General standards for walls and fences that require them to be graffiti-free and well maintained. Also includes prohibitions against the use of chain-link fences in some locations and limits on the height of walls and fences in front yards and near intersections.
- **Building Facades** – Requires buildings to be in good condition and requires that problems (peeling paint, broken windows, etc.) be fixed within 30 days. Also prohibits the use of plywood, plastic sheeting, tarps, and aluminum foil to cover windows or other openings.
- **Outdoor Lighting** – General requirements that outdoor lights (including security lights) be shielded to avoid shining onto other properties.
- **Signs** – Standards for signs in residential areas, including limits on signs for home occupations.
- **Temporary and Holiday Displays** – Limits holiday displays to a maximum of 45 days and requires that displays do not block vehicle or pedestrian travel.

The Eastvale Neighborhood Preservation Ordinance is similar in many respects to comparable ordinances in most California cities. It provides basic standards that address common complaints about poorly maintained or unattractive properties (unkempt lawns, commercial vehicles parked on neighborhood streets, signs, etc.). In this respect, the ordinance has served Eastvale well. Many of the standards that apply to Eastvale do not apply elsewhere in the unincorporated area of the county, making the job of code enforcement much more difficult outside of the city.

The Eastvale Neighborhood Preservation Ordinance does not pose any constraint to the development of housing, but rather serves as a guide to protect the quality of Eastvale's neighborhoods and commercial districts.

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CONDITIONAL USE PERMIT PROCESS

The following conditional use permit process is in the Zoning Code update which will be adopted prior or consecutive to the Housing Chapter. Note: The conditional use permit process is not required for multi-family development.

Purpose and Applicability

The purpose of the conditional use permit is for the individual review of uses, typically having unusual site development features or operating characteristics, to ensure compatibility with surrounding areas and uses. A conditional use permit is required for all uses specifically identified as requiring a conditional use permit in Chapter 3 (Zoning Districts Regulations), Chapter 4 (Standards Related to Specific Uses), and Chapter 5 (Development Standards) of the Zoning Code or **Table HNA-30** of this Housing Chapter.

Approving Authority

The designated approving authority for a conditional use permit is the Planning Commission. The Planning Director provides a recommendation and the Planning Commission approves, conditionally approves, or denies the conditional use permit in accordance with the requirements of the Zoning Code.

Findings

Conditional use permits shall be granted only when the Planning Commission determines that the proposed use or activity complies with all of the following findings:

- The proposed use is consistent with the General Plan and all applicable provisions of the Zoning Code.
- The establishment, maintenance, or operation of the use applied for will not, under the circumstances of the particular case (location, size, design, and operating characteristics), be detrimental to the health, safety, peace, morals, comfort, or general welfare of persons residing or working in the neighborhood of such use, or the general welfare of the city.

Conditions/Guarantees

The Planning Commission may impose conditions and/or require guarantees for the conditional use permit to ensure compliance with other applicable provisions of the Zoning Code and to prevent adverse or detrimental impact to the surrounding neighborhood.

Permit Issuance

The final action on the conditional use permit by the Planning Commission shall constitute approval of the permit. Such permit shall only become valid after the designated ten-day appeal period has been completed.

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BUILDING CODES AND ENFORCEMENT

The City of Eastvale uses the 2010 California Building Code (CBC), which establishes standards and requires inspections at various stages of construction to ensure code compliance. Although these standards and the time required for inspections increase housing production costs and may impact the viability of rehabilitation of older properties that are required to be brought up to current code standards, the intent of the codes is to provide structurally sound, safe, and energy-efficient housing. The City has made one amendment to the local code, requiring that drywall is 5/8 inch instead of 1/2 inch, as required by the CBC.

The City's Building and Safety Department is responsible for enforcing both state and city regulations governing maintenance of all buildings and property. Staff handles complaints through plan checks.

DEVELOPMENT FEES

Like cities throughout California, Eastvale collects development fees to recover the capital costs of providing community services and the administrative costs associated with processing applications. Payment of fees is necessary to maintain an adequate level of services and facilities, and more generally, to protect public health, safety, and welfare. Based on a review of fees in neighboring jurisdictions and discussions with local developers, development fees in Eastvale are comparable to, and in many cases lower than, most other cities in the region.

As a means of assessing the cost that fees contribute to development in Eastvale, the City has calculated the total fees associated with development of a single-family and multi-family development. As indicated in **Table HNA-35**, development fees for a 3,500-square-foot single-family residential project run approximately \$48,102 per unit (making up approximately 12.8% of the total unit cost). Development fees for a four-unit multi-family project run approximately \$74,995 per unit (making up 14.9% of the total unit cost). The City's fees are consistent with development fees in the area and therefore are not considered a constraint to the development of housing. **Appendix A-1** of this Housing Needs Assessment lists the City's development fees.

TABLE HNA-35: PROPORTION OF FEE IN OVERALL DEVELOPMENT COST

Development Cost for a Typical Unit	Single-Family ¹	Multi-Family ²
Total estimated fees per unit	\$48,102	\$74,995
Typical estimated cost of development per unit	\$375,000	\$500,000
Proportion of estimated fee cost to estimated overall development cost per unit ³	12.8%	14.9%

Source: City of Eastvale 2013; Building-cost.net 2013

¹ Assumes a 3,500-square-foot home not including land costs.

² Assumes four units development including land costs.

³ Please note that the total fees for both single- and multi-family units include the \$4.02 per square foot school impact fee. The development impact fee for residential additions and senior housing are \$3.20 per square foot and \$0.51 per square foot, respectively.

APPENDIX: HOUSING NEEDS ASSESSMENT



SITE IMPROVEMENTS

Site improvement costs include the cost of providing access to the site, clearing the site, and grading the pad area. In the case of a subdivision, such costs may also include major improvements such as building roads and installing sewer, water, and other utilities. As with land costs, several variables affect costs, including site topography and proximity to established roads, sewers, and water lines. Engineering and other technical assistance costs are usually included with site improvements as these services are required to ensure that development is constructed according to established codes and standards. Chapter 130.24 (Improvements) of the Municipal Code outlines site improvement requirements for a variety of parcel map division and subdivision scenarios and includes specific requirements for streets, domestic water, fire protection, sewage disposal, fence standards, and electrical and communication facilities.

These and other site improvement costs are typical of all cities in California and do not impose a significant constraint on the development of housing in Eastvale. The City does not impose any unusual requirements as conditions of approval for new development.

NON-GOVERNMENTAL CONSTRAINTS

LAND COSTS

Land costs are one of the major components of housing development costs. Land prices vary to such an extent that it is difficult to give average prices within small geographic regions. Factors affecting the costs of land include overall availability within a given subregion; environmental site conditions and constraints; public service and infrastructure availability; aesthetic considerations such as views, terrain, and vegetation; the proximity to urban areas; and parcel size. Generally, more remote areas have less expensive land available and larger tracts of land while smaller, more expensive parcels are located closer to urbanized areas.

Rising costs of land are often related to the limited availability of buildable land. In Riverside County, which has large expanses of buildable land, this has not historically been considered a problem. In fact, much of the recent development pressure in the county has been attributed to lower land costs relative to surrounding Orange and Los Angeles Counties. While land prices increased rapidly during the last planning period through 2005, current land prices have declined during the economic recession that has affected housing and building nationwide. Land costs in the next several years may actually help keep the cost of some new housing affordable. While rising land costs tend to directly increase housing costs, declining land costs should give developers more options in serving the affordable housing market segment, recognizing that some land currently held by developers was purchased at substantially higher prices than may be the case now.

The data indicates that in Riverside County the cost for a 7,200-square-foot lot of raw land ranges from \$6,120 to \$38,150, while a finished lot is valued from \$39,120 to \$78,150.

APPENDIX: HOUSING NEEDS ASSESSMENT



CONSTRUCTION COSTS

The cost of construction depends primarily on the cost of materials and labor, which are influenced by market demand. The cost of construction will also depend on the type of unit being built and on the quality of product being produced. The cost of labor is based on a number of factors, including housing demand, the number of contractors in the area, and the unionization of workers.

The construction cost of housing affects the affordability of new housing and may be considered a constraint to affordable housing in the Riverside County region. A reduction in construction costs can be brought about in several ways. A reduction in amenities and quality of building materials in new homes (still above the minimum acceptability for health, safety, and adequate performance) may result in lower sales prices. State housing law provides that local building departments can authorize the use of materials and construction methods if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the applicable building codes.

In addition, prefabricated, factory-built housing may provide lower-priced products by reducing labor and material costs. As the number of units built at once increases, savings in construction costs over the entire development are generally realized as a result of an economy of scale, particularly when combined with density bonus provisions.

Using current pricing sources, the average costs for a newly constructed 3,500-square-foot single-family home (not including land) in the Riverside County region would cost around \$375,000 (Building-cost.net 2013).

AVAILABILITY OF FINANCING

Interest rates are determined by national policies and economic conditions, and there is little that local governments can do to affect these rates. Jurisdictions can, however, offer interest rate write-downs to extend home purchase opportunities to lower-income households. In addition, government-insured loan programs may be available to reduce mortgage down-payment requirements.

The subprime mortgage crisis that hit in 2007 chilled financial markets and eliminated the opportunity for many first-time homebuyers to secure financing for home purchases as money lending tightened. The crisis triggered a meltdown in the real estate market as housing values tumbled, vexing the efforts of those holding subprime loans to refinance as loan rates adjusted upward. The inability to refinance many of these subprime loans led to a large increase in bank foreclosures and loan defaults. The mortgage market began to loosen up in mid-2008, but real estate values in Riverside County had already dropped nearly 28%, creating further problems for homeowners attempting to refinance out of risky loans.

APPENDIX: HOUSING NEEDS ASSESSMENT



Foreclosure activity in the Inland Empire housing market spiked during the subprime mortgage crisis, leading the region to post the fifth highest level of foreclosure activity among major United States metropolitan markets in May 2008. Riverside County recorded 9,024 foreclosure-related filings that month, a 98% increase over the prior year, according to RealtyTrac of Irvine. Those filings include default notices, bank repossessions, and auction sale notices. Banks typically send default notices after a borrower has missed three straight monthly mortgage payments. The May 2008 number represents one notice for every 81 households in Riverside County.

First-time homebuyers are the group most impacted by financing requirements. Current mortgage interest rates for new home purchases range from 6.5% to 8% for a fixed-rate 30-year loan. Lower initial rates are available with graduated payment mortgages, adjustable rate mortgages, and buy-down mortgages; however, the subprime crisis has affected the availability of dollars for home mortgages. Variable interest rate mortgages on affordable homes may increase to the point where the interest rate exceeds the cost of living adjustments, which is a constraint on affordability. Although rates are currently low, they can change significantly and substantially impact the affordability of housing stock.

Interest rates at the present time are not a constraint to affordable housing. Financing for both construction and long-term mortgages is generally available in Riverside County subject to normal underwriting standards. A more critical impediment to homeownership involves both the affordability of the housing stock and the ability of potential buyers to fulfill down payment requirements. Conventional home loans typically require 5% to 20% of the sales price as a down payment, which is the largest constraint to first-time homebuyers. This indicates a need for flexible loan programs and a method to bridge the gap between the down payment and a potential homeowner's available funds. The availability of financing for developers under current economic conditions may also pose a constraint on development outside of the City's control.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Environmental and infrastructure issues affect the amount, location, and timing of new residential development. New housing opportunities create challenges regarding public infrastructure extensions and expansions, and encroachment into agricultural land. In addition, the availability of adequate water, public infrastructure such as wells and wastewater treatment facilities, and other public services and facilities can impact the feasibility of new residential development.

APPENDIX: HOUSING NEEDS ASSESSMENT



Environmental

Earthquake risk is high in western Riverside County (which includes Eastvale), due to the presence of two of California's most active faults, the San Andreas and San Jacinto faults.

In Eastvale, flood hazards are limited to the area along the Santa Ana River. These areas are planned for uses consistent with periodic flooding. In the developed areas of Eastvale, flood control facilities are in place that protect homes and businesses from flooding.

Environmental constraints were taken into account with determining the realistic capacity for sites listed in **Table HNA-23**.

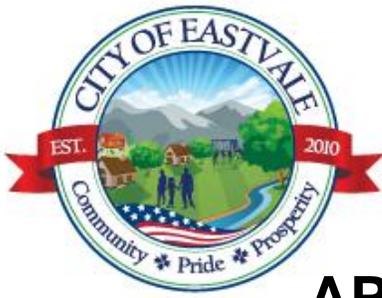
Infrastructure

Domestic water in Eastvale is provided by the Jurupa Community Services District (JCSD) with the source of water supply being local groundwater. This groundwater is produced from the Chino groundwater basin, which is an adjudicated basin administered by Chino Basin Watermaster.

Based on conversions with JCSD, water and sewer is readily available to all residential vacant land in the city and therefore has enough capacity to meet the 2014–2021 regional housing need.

To comply with SB 1087, the City will forward its adopted Housing Chapter to its water and wastewater providers so they can grant priority for service allocations to proposed developments that include units affordable to lower-income households.

**APPENDIX A-1 -
APPLICATION DEPOSIT
SCHEDULE**



City of Eastvale

PLANNING DEPARTMENT

APPLICATION DEPOSIT SCHEDULE

All amounts are Deposits unless otherwise indicated.

NOTES:

1. Except where a "fixed fee" is shown, all planning applications are processed on a cost-recovery basis. The minimum deposits shown will generally not be sufficient to cover the entire processing of the project. You will be notified by the City within 30 days of an application filing of the estimated total amount to cover the complete processing of your project. Work by City staff will continue only so long as sufficient funds are on deposit.
2. Additional deposits may be required if the time spent by City staff exceeds our original estimate. At the completion of the project, any remaining deposit can be retained by the City to cover the cost of grading/building permit review, or it can be refunded to the applicant.
3. Many applications will require some type of environmental review. These projects will require an additional deposit, based on the level of environmental analysis determined to be necessary by the City. You will be informed of the amount of any environmental deposit within 30 days of filing your application.
4. Many projects will require review and comment by various County of Riverside departments. The amount of any deposits due will be determined by the County, and it is the applicant's responsibility to provide payment to the County. *Processing of your project may be delayed if the City is unable to obtain information from County departments. You will be responsible for maintaining adequate deposits with the County.*
5. "Flat Fee" indicates applications which have a fixed cost for processing.
6. "Average Cost" shows the typical range of total processing costs for each type of application. These are provided for information only; each application's total cost will be individually estimated by the Planning department, based on the specifics of the application.
7. If there is no activity by an applicant on an application for more than one and less than two years, the application is abandoned, and any deposit amounts remaining may be refunded.

CALCULATING FEES:

1. All per-acre amounts are based on the gross acreage of the project site.
2. Where a maximum amount is indicated, the maximum amount refers to the base deposit plus any additional deposit per lot, per acre, or other amount.

APPEAL PROCEDURES:

Within 10 calendar days of receipt of the full accounting of the application costs or a request for additional deposits, the applicant may request a review of the matter by the Planning Director, who shall review the cost of processing the application. The Director will determine that the costs were or were not appropriate and may then reduce the costs charged. The Director shall, in writing, notify the appealing person of the decision. Work on any application may continue during any appeal process provided there are sufficient funds on deposit.

REFUND OF FEES:

Terminated Applications: Whenever an application is terminated for any reason, the Planning Department may, in accordance with the Refund Policy Statement adopted by the Board of Supervisors by Resolution 91-135, refund deposits paid, upon the written request of the applicant.

Completed Applications: Within 45 days of the final closure of any deposit based case, a full refund will be processed for those cases with a balance greater than \$5.00.

Processing Fee: The Planning Department will retain a processing fee of \$82.00 from the total amount to be refunded.

Planning Applications

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT		AVERAGE COST
Pre-Application Review or Meetings		City Departments	\$996	Varies depending on project
		Fire Department	\$93	
		Environmental Health	\$156	
		Flood Control District	\$139	
		Park District	\$88	
		Total	\$1,472	
Appeals	Appeals to the Planning Commission or City Council	\$964 + additional fees if appealing certain Conditions of Approval:		Flat Fee
		Fire Department	\$224	
		Public Works	\$565	
		Building and Safety	\$177	
		Flood Control District	\$313	
	School Mitigation Plan	\$743		Varies
	Tentative Tract Maps	\$581 + additional fees if appealing certain Conditions of Approval:		Flat Fee
		Fire Department	\$224	
		Building and Safety	\$177	
		Public Works	\$165	
Tentative Tract Map Due to Extension of Time	\$117		Flat Fee	
Surface Mining and Reclamation Plan	\$398 + \$81 if appealing Public Works Conditions		Flat Fee	
Change of Zone		City Departments	\$2,766	\$5,000.00 to \$9,000
		Fire Department	\$351	
		Environmental Health	\$61	
		Flood Control District	\$297	
		Park District	\$102	
		Total	\$3,577	
Conditional Use Permit	General	City Departments	\$7,918	\$15,000 to \$30,000
		Fire Department	\$601	
		Environmental Health	\$234	
		Flood Control District	\$602 + \$5 per lot or site	
		Park District	\$102	
		Total	\$9,462 + \$5 per lot or site	
	Mobilehome Park	City Departments	\$5,822 + \$2 per lot or site	
		Fire Department	\$601	
		Environmental Health	\$234	
		Flood Control District	\$1,757 + \$5 per lot or site	
		Park District	\$102	
		Total	\$8,516 + \$7 per lot or site	
	Recreational Vehicle (RV) Park	City Departments	\$5,365 + \$2 per lot or site	
		Fire Department	\$601	
		Environmental Health	\$234	
Flood Control District		\$602 + \$5 per lot or site		
Park District		\$102		
Total		\$6,904 + \$7 per lot or site		

Planning Applications

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT		AVERAGE COST
Extension of Time	Commercial WECS Variance	City Departments	\$313	Flat Fee
		Fire Department	\$118	
		Environmental Health	\$63	
		Total	\$494	
	Conditional Use Permit, Plot Plan	City Departments	\$422	
		Fire Department	\$118	
		Environmental Health	\$63	
		Park District	\$82	
		Total	\$685	
	Public Use Permit	City Departments	\$369	
		Fire Department	\$118	
		Environmental Health	\$63	
Park District		\$82		
Total		\$632		
General Plan Amendment	General	City Departments	\$6,622	\$15,000 to \$20,000
		Fire Department	\$406	
		Environmental Health	\$59	
		Park District	\$246	
	Total	\$7,333		
Circulation Section	\$8,160 + \$250 per road segment (\$12,000 max)			
Revised Projects of Any Type	Do Not Require Public Hearing	City Departments	\$524 + 50% of the initial deposit for the application type(s) to be revised	Depends on Project Type
		Fire Department	\$100	
		Total	\$624 + 50% of the initial deposit for the application type(s) to be revised	
	Require Public Hearing	City Departments	\$646 + 50% of the initial deposit for the application type(s) to be revised	
		Fire Department	\$98	
		Total	\$744 + 50% of the initial deposit for the application type(s) to be revised	
Certificate of Zoning Compliance	Plot Plans which Require Field Inspection by Planning	\$657		Unavailable
Development Review Permit	CEQA Exempt/Review by Eastvale Planning and other Govt. Agencies	City Departments	\$2,427	Unavailable
		Fire Department	\$860	
		Environmental Health	\$136	
		Flood Control District	\$420	
		Park District	\$102	
		Total	\$3,945	
	CEQA Exempt/Eastvale Planning Review Only	\$213		Unavailable
	Not Exempt From CEQA	City Departments	\$3,680	\$15,000 to \$30,000
		Fire Department	\$860	
		Environmental Health	\$136	
		Flood Control District	\$420	
Total		\$5,198		

Planning Applications

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT		AVERAGE COST
Specific Plan	New Specific Plan	City Departments	\$6,134	\$100,000 to \$300,000
		Fire Department	\$677	
		Environmental Health	\$197	
		Flood Control District	\$1,255	
		Park District	\$164	
	Total	\$8,427		
Amendment	50% of new Specific Plan		\$50,000 to \$150,000	
Specific Plan - Road Only	\$5,243		\$30,000 to \$50,000	
Temporary Use Permit		City Departments	\$2,441	\$9,500
		Fire Department	\$146	
		Environmental Health	\$62	
		Total	\$2,649	
Temporary Use/Event Permit	Exempt From CEQA	City Departments	\$240	\$1,000
		Fire Department	\$74	
		Environmental Health	\$64	
		Total	\$378	
	Not Exempt From CEQA	City Departments	\$720	Unavailable
		Fire Department	\$74	
		Environmental Health	\$60	
		Total	\$854	
Variance/Adjustment	Filed with CUP, Commercial WECS, Plot Plan, or Subdivision	City Departments	\$900	\$3,000
		Fire Department	\$329	
		Environmental Health	\$120	
		Total	\$1,349	
	Filed alone	City Departments	\$2,125	\$7,500
		Fire Department	\$329	
		Environmental Health	\$120	
		Total	\$2,574	

Planning Applications

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT		AVERAGE COST
Wind Energy Conversion System (WECS)	Accessory	City Departments	\$724	\$10,000
		Fire Department	\$376	
		Total	\$1,100	
	Commercial	City Departments	\$4,935	\$35,000
		Fire Department	\$376	
		Environmental Health	\$56	
Total		\$5,367		
Large Family Day Care	City Departments	\$1,165	\$1,300	
	Fire Department	\$266		
	Environmental Health	\$87		
	Flood Control District	\$165		
	Total	\$1,683		
Hazardous Waste Facility Siting Permit	City Departments	\$14,724 + \$43 per acre	Unavailable	
	Fire Department	\$205		
	Environmental Health	\$1,000		
	Flood Control District	\$522		
	Total	\$16,451		
Kennel or Cattery which are processed under section 18.45	City Departments	\$902	Unavailable	
	Environmental Health	\$35		
	Total	\$937		
Pre-Existing Nonconforming Use	Verification	\$213		Unavailable
	Extension	City Departments	\$7,918	
		Fire Department	\$601	
		Environmental Health	\$234	
		Flood Control District	\$602 + \$5 per lot or site	
		Park District	\$102	
Total	\$9,457 + \$5 per lot or site			

Subdivisions

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT (DBF= Minimum Initial Deposit)		AVERAGE COST
Certificate of Land Division Compliance	Fee Per Parcel	City Departments	\$350	\$1,000 to \$2,000
		Fire Department	\$109	
		Environmental Health	\$57	
		Flood Control District	\$261	
		Total	\$777	
	With Waiver of Final Parcel Map	City Departments	\$209	\$750
Fire Department	\$109			
Total	\$318			
Tentative Tract Map - Multi-Family	New Tentative Tract Map for Residential Condominium (Sewered)	City Departments	\$7,051 + \$77 per unit + \$25 per acre	\$40,000 to \$80,000
		Fire Department	\$1,063	
		Environmental Health	\$528	
		Flood Control District	\$1,757 + \$5 per unit	
		Total	\$10,399 + \$82 per unit + \$25 per acre	
	Revised Tentative Tract Map (within 2 years)	City Departments	\$7,215 + \$83 per unit + \$26 per acre	Unavailable
		Fire Department	\$166	
		Environmental Health	\$382	
		Total	\$7,763 + \$83 per unit + \$26 per acre	
	Revised Tentative Tract Map (after 2 years)	City Departments	\$7,562 + \$83 per unit + \$26 per acre	
		Fire Department	\$186	
		Environmental Health	\$203	
Total		\$7,915 + \$83 per unit + \$26 per acre		
Tentative Parcel Map	Commercial/Industrial (Sewered)	City Departments	\$5,659 + \$24 per lot + \$24 per acre	\$30,000 to \$70,000
		Fire Department	\$1,063	
		Environmental Health	\$528	
		Flood Control	1,757 + \$5 per lot	
		Park District	\$164	
		Total	\$9,171 + \$29 per lot + \$24 per acre	
	Residential (with Waiver of Final Parcel Map)	City Departments	\$3,535 + \$102 per lot	\$10,000 to \$30,000
		Fire Department	\$1,063	
		Environmental Health	\$389	
		Flood Control	\$878 + \$5 per lot	
		Park District	\$164	
		Total	\$6,029 + \$107 per lot	
	Residential (without Waiver of Final Parcel Map)	City Departments	\$3,091 + \$110 per lot	
		Fire Department	\$1,063	
		Environmental Health	\$675	
Flood Control		\$878 + \$5 per lot		
Park District		\$164		
Total		\$5,871 + \$115 per lot		

Subdivisions

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT (DBF= Minimum Initial Deposit)		AVERAGE COST
Tentative Parcel Map (Cont.)	Revised Map – Residential, Commercial, and Industrial (Within 2 years)	City Departments	\$1,068 + \$100 per lot	Unavailable
		Fire Department	\$166	
		Environmental Health	\$146	
		Park District	\$123	
		Total	\$1,503 + \$100 per lot	
	Revised Map – Commercial/ Industrial (After 2 years)	City Departments	\$1,173 + \$53 per lot	
		Fire Department	\$177	
		Environmental Health	\$146	
		Park District	\$123	
		Total	\$1,619 + \$53 per lot	
	Revised Tentative Parcel Map (Residential . After 2 years)	City Departments	\$1,197 + \$119 per lot	
		Fire Department	\$118	
Environmental Health		\$146		
Park District		\$210		
Total		\$1,671 + \$119 per lot		
Tentative Tract Map – Single-Family Residential	Not in R-2, R-4 or R-6 Zones	City Departments	\$6,233 + \$98 per lot + \$24 per acre	\$50,000 to \$75,000
		Fire Department	\$1,063	
		Environmental Health	\$528	
		Flood Control	\$1,757 + \$5 per lot	
		Park District	\$164	
		Total	\$9,745 + \$103 per lot + \$24 per acre	
	In R-2, R-4 or R-6 Zones	City Departments	\$9,209 + \$107 per lot + \$25 per acre	\$25,000 to \$40,000
		Fire Department	\$1,063	
		Environmental Health	\$528	
		Flood Control	\$1,757 + \$5 per lot	
		Park District	\$102	
		Total	\$12,659 + \$112 per lot + \$25 per acre	
	Revised Map in R-2, R-4 or R-6 Zone (within 2 years)	City Departments	\$6,664+ \$81 per lot + \$30 per acre	Unavailable
		Fire Department	\$166	
		Environmental Health	\$203	
		Park District	\$102	
		Total	\$7,135 + \$81 per lot + \$30 per acre	
	Revised Map not in R-2, R-4 or R-6 Zone (within 2 years)	City Departments	\$4,234 + \$74 per lot + \$23 per acre	Unavailable
		Fire Department	\$166	
		Environmental Health	\$203	
Park District		\$102		
Total		\$4,705 + \$74 per lot + \$23 per acre		
Revised Map in R-2, R-4 or R-6 Zone (After 2 years)	City Departments	\$6,664+ \$81 per lot + \$30 per acre	Unavailable	
	Fire Department	\$186		
	Environmental Health	\$203		
	Park District	\$102		
	Total	\$7,155 + \$81 per lot + \$30 per acre		

Subdivisions

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT (DBF= Minimum Initial Deposit)		AVERAGE COST
Tentative Tract Map – Single-Family Residential (Cont.)	Revised Map not in R-2, R-4 or R-6 Zone (after 2 years)	City Departments	\$4,234 + \$74 per lot + \$23 per acre	Unavailable
		Fire Department	\$186	
		Environmental Health	\$203	
		Park District	\$102	
		Total	\$4,725 + \$74 per lot + \$23 per acre	
Vesting Tentative Map	Statutory Condominium Tract Map	City Departments	\$7,812 + \$106 per unit + \$25 per acre	Unavailable
		Fire Department	\$1,063	
		Environmental Health	\$1,196	
		Flood Control	\$1,757 + \$5 per lot	
		Park District	\$164	
		Total	\$11,992 + \$111 per unit/lot + \$25 per acre	
	Parcel Map	City Departments	\$8,125 + \$104 per lot + \$25 per acre	\$12,000
		Fire Department	\$1,063	
		Environmental Health	\$1,196	
		Flood Control	\$1,757 + \$5 per lot	
		Park District	\$164	
		Total	\$12,305 + \$109 per lot + \$25 per acre	
	Residential Tract Map	City Departments	\$8,840 + \$100 per lot + \$24 per acre	Unavailable
		Fire Department	\$1,063	
		Environmental Health	\$1,196	
Flood Control		\$1,757 + \$5 per lot		
Park District		\$164		
Total		\$13,020 + \$105 per lot + \$24 per acre		
Tentative Map Appeals	See "Appeals"			
Extension of Time	Tentative Tract Map	City Departments	\$250	Flat Fee
		Park District	\$82	
		Total	\$332	
	Tentative Parcel Map	City Departments	\$251	
		Park District	\$82	
		Total	\$333	
Lot Line Adjustment	City Departments	\$409	\$2,000	
	Environmental Health	\$72		
	Flood Control	\$189		
	Total	\$670		
Minor Change	Tentative Tract Map	City Departments	\$873	\$10,000.00 to \$20,000
		Fire Department	\$109	
		Park District	\$102	
		Total	\$1,084	
	Tentative Parcel Map	City Departments	\$835	
		Fire Department	\$109	
		Park District	\$102	
		Total	\$1,046	

Subdivisions

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT (DBF= Minimum Initial Deposit)		AVERAGE COST
Certificate of Parcel Merger		\$262		\$1,000
Reversion to Acreage		City Departments	\$796	Unavailable
		Fire Department	\$109	
		Environmental Health	\$72	
		Total	\$977	
Amendment to Final Map	Condominium/Single Family Residential Tract Map	\$3,537 + \$21 per lot + \$12 per acre + Recordation Fee		\$10,000
	Parcel Map	\$3,343 + \$19 per parcel + \$11 per acre + Recordation Fee		\$10,000
Expired Recordable Tract Map	Single-Family Residential Tract	City Departments	\$2,154 + \$18 per lot + \$18 per acre	Unavailable
		Flood Control	\$1,757 + \$5 per lot	
		Total	\$3,911 + \$23 per lot + \$18 per acre	
	Multi-Family Residential Tract	City Departments	\$2,337 + \$19 per acre	
		Flood Control	\$1,757 + \$5 per unit	
		Total	\$4,094 + \$5 per unit + \$19 per acre	
	Final Tract Map	\$1,652 + \$6 per lot		
	Final Condominium Map	\$895 + \$1 per lot + \$25 per acre (\$2,295 maximum)		

Other Applications/CEQA

APPLICATION OR PERMIT TYPE		INITIAL DEPOSIT (DBF= Minimum Initial Deposit)	AVERAGE COST
Alquist Priolo	Geological Report Review	\$838+ \$22 per acre after 1 st 10 acres (Maximum \$770)	\$2,500 to \$4,000
	Wavier of Geological Report	\$140 + \$372 for submission to State	Unavailable
Removal of Trees	Tree Removal Permit	\$260	Unavailable
Professional Services	Professional Planner	Varies depending on Planner. See the Planning Department for details.	Unavailable
Agricultural Preserve	Disestablishment/Diminishment of Ag. Preserve (Applicant Initiated)	\$1,550	\$4,000.00 to \$6,000
	Establishment/Enlargement of Ag. Preserve (Applicant Initiated)	\$1,640 + \$138 per owner's petition + \$138 per each contract upon approval (non-	
	Notice of Non-Renewal	\$252	Unavailable
	Disestablishment/Diminishment of Ag. Preserve (City Council Initiated)	No Charge	
	Establishment/Enlargement of Ag. Preserve (City Council Initiated)	\$147 + \$138 per contract	
	Establish Williamson Act Contract within Establish Ag. Preserve	\$138	
California Fish and Game Fee <small>(May be increased annually by the Department of Fish and Game)</small>	Negative Declaration	<i>See Planning Department for the latest fees</i>	Flat Fee
	Environmental Impact Report	<i>See Planning Department for the latest fees</i>	
Initial Studies (pursuant to CEQA) For:	Grading Permit	\$951 + \$6 per acre (Max. \$2,729)	Unavailable
	Commercial WECS Permit	\$506 + \$6 per acre (Max. \$2,201) + \$329 per gross megawatt	
	Tree Removal	\$259	
	All Other Applications	\$462 + \$6 per acre (Max. \$2,416)	
Environmental Impact Report	Sponsor Prepared	\$8,439	Varies Widely Depending on Application
	Previously Prepared	\$1,936	



CITY OF EASTVALE

2013 - 2021
HOUSING ELEMENT
ADOPTED JUNE 2013

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