

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<ul style="list-style-type: none"> • During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the construction area. • The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings. • All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 6:00 AM and 6:00 PM during the months of June through September and between 7:00 AM and 6:00 PM during the months of October though May. 			
Transportation/Traffic			
TRA-1 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.	Prior to filing of final map or as part of review of improvement plans	City of Eastvale Planning Department and Public Works Department	
TRA-2 The following uses shall be prohibited: <ul style="list-style-type: none"> a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator. b. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or 	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
<p>toward an aircraft engaged in a straight final approach toward a landing at an airport.</p> <p>c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflowers, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)</p> <p>d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.</p> <p>e. Highly noise-sensitive outdoor nonresidential uses, children’s schools, hospitals, and nursing homes.</p>			
<p>TRA-3 A notice approved by the Airport Land Use Commission shall be provided to all potential purchasers of the property and shall be recorded as a deed notice recognizing the proximity of the Chino Airport and the potential for aircraft over flight.</p>	Prior to filing of final map	City of Eastvale Planning Department and Public Works Department	
<p>TRA-4 Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.</p>	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works Department	
<p>TRA-5 All open space areas as indicated on the exhibit titled Conceptual Site Plan, dated September 22, 2014, shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and</p>	Reviewed as part of the construction plans, and verified prior to occupancy	City of Eastvale Planning Department and Public Works	

Mitigation Measure	Timing	Monitoring Responsibility	Verification (Date and Initials)
overhead wires. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of open space areas where the area abuts a wall or other similar feature, provided they are planted within 4 feet of the wall.		Department	
TRA-6 In the event the SCE easement is vacated, the underlying property is to remain open space [which may include recreational trails] in accordance with the rules and regulations of the Airport Land Use Commission (ALUC) as they may exist at that time. (Added by the ALUC on October 9, 2014.)	Prior to filing of final map	City of Eastvale Planning Department and Public Works Department	
TRA-7 For intersection improvements that are not part of the Development Impact Fees adopted by the City, the proposed project shall pay its pro-rata share of improvement costs as shown in Table 16-10, or as approved by the City Engineer.	Prior to issuance of building permit	City of Eastvale Planning Department and Public Works Department	

ATTACHMENT 6

RESPONSE TO COMMENTS

**RESPONSE TO COMMENTS ON THE INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION FOR**

**Sendero Planned Residential
Development Project
(PROJECT 14-1398)**

SCH# 2015031016

Lead Agency:

CITY OF EASTVALE

12363 Limonite Avenue, Suite 910

Eastvale, CA 91752

Prepared by:

PMC

6020 Cornerstone Court West, Suite 260

San Diego, CA 92121

May 2015

1.0 INTRODUCTION

1.1 Background of Environmental Review Process for the Project 1.0-1
1.2 Intended Uses of the IS/MND..... 1.0-2
1.3 Organization and Scope of this Document 1.0-2

2.0 COMMENTS AND RESPONSES TO COMMENTS

2.1 List of Commenters 2.0-1
2.2 Comments and Responses 2.0-2

3.0 MINOR REVISIONS TO THE IS/MND

3.1 Introduction 3.0-1
3.2 Minor Changes and Edits to the IS/MND..... 3.0-1

ATTACHMENTS TO THIS DOCUMENT

Attachment A: Public Notices

Attachment B: Figures

1.0 INTRODUCTION

This document, in conjunction with the draft Initial Study/Mitigated Negative Declaration (IS/MND) responds to comments made on the proposed Sendero Planned Residential Development Project ("proposed project," "project"). While the State California Environmental Quality Act (CEQA) Guidelines do not require a final initial study or the preparation of formal responses to comments on draft initial studies/mitigated negative declarations, in order to provide further disclosure of the project's impacts, the City has determined to provide responses to the comments it has received.

1.1 BACKGROUND OF ENVIRONMENTAL REVIEW PROCESS FOR THE PROJECT

INITIAL STUDY

The IS/MND was released for public and agency review on March 5, 2014, with the 30-day review period concluding on April 6, 2015. The City received seven comment letters during this review period.

RESPONSE TO COMMENTS

This document provides a response to comments received on the most recent public review of the IS/MND. The seven comment letters are listed chronologically in Chapter 2.0, Comments and Responses to Comments.

1.2 INTENDED USES OF THE IS/MND

The IS/MND in its final form will be used by the City of Eastvale in considering approval of the proposed project. In accordance with CEQA Guidelines Section 15074, the IS/MND will be used as the primary environmental document in consideration of all subsequent planning and permitting actions associated with the project, to the extent such actions require CEQA compliance and as otherwise permitted under applicable law.

CONSIDERATION OF COMMENTS

Prior to taking action on the proposed project, the City will consider the IS/MND, this response to comments document, and any additional comments or testimony. Negative declarations and mitigated declarations are considered and adopted per CEQA Guidelines Section 15074, which reads as follows:

15074. CONSIDERATION AND ADOPTION OF A NEGATIVE DECLARATION OR MITIGATED NEGATIVE DECLARATION.

- (a) Any advisory body of a public agency making a recommendation to the decision-making body shall consider the proposed negative declaration or mitigated negative declaration before making its recommendation.
- (b) Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that

1.0 INTRODUCTION

the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

- (c) When adopting a negative declaration or mitigated negative declaration, the lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.*
- (d) When adopting a mitigated negative declaration, the lead agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to mitigate or avoid significant environmental effects.*
- (e) A lead agency shall not adopt a negative declaration or mitigated negative declaration for a project within the boundaries of a comprehensive airport land use plan or, if a comprehensive airport land use plan has not been adopted, for a project within two nautical miles of a public airport or public use airport, without first considering whether the project will result in a safety hazard or noise problem for persons using the airport or for persons residing or working in the project area.*
- (f) When a non-elected official or decision making body of a local lead agency adopts a negative declaration or mitigated negative declaration, that adoption may be appealed to the agency's elected decision making body, if one exists. For example, adoption of a negative declaration for a project by a city's planning commission may be appealed to the city council. A local lead agency may establish procedures governing such appeals.*

Upon review and consideration of the IS/MND, the City may take action to adopt, revise, or reject the proposed project. A decision to approve the proposed project would be made in a resolution recommending certification of the IS/MND as part of the consideration of the proposed project. The City of Eastvale has prepared this IS/MND and has determined that the environmental impacts of the proposed project have been reduced to a less than significant level through mitigation measures adopted as part of a Mitigation Monitoring and Reporting Program (MMRP).

1.3 ORGANIZATION AND SCOPE OF THIS DOCUMENT

This document is organized in the following manner:

SECTION 1.0 – INTRODUCTION

Section 1.0 provides an overview of the environmental review process to date and discusses the CEQA requirements for consideration and adoption of a mitigated negative declaration.

SECTION 2.0 – COMMENTS AND RESPONSES TO COMMENTS

Section 2.0 provides a list of commenters, copies of written comments (coded for reference), and the responses to those comments made on the IS/MND.

SECTION 3.0 – MINOR REVISIONS TO THE IS/MND

Section 3.0 provides a list of minor edits made to the IS/MND as a result of comments received or other staff-initiated changes.

2.0 RESPONSE TO COMMENTS

2.0 COMMENTS AND RESPONSES TO COMMENTS

2.1 LIST OF COMMENTERS

The following individuals and representatives of organizations and agencies submitted written comments on the IS/MND.

Letter	Agency, Organization, or Individual	Date
A	Pauma Band of Luiseno Indians	March 11, 2015
B	Jurupa Area Recreation and Park District	March 23, 2015
C	Department of Fish and Wildlife	April 01, 2015
D	Airport Land Use Commission	April 03, 2015
E	Southern California Edison	April 06, 2015
F	California Department of Conservation	April 08, 2015
1	Shane Sato	April 06, 2015
2	Rincon Band of Luiseno Indians	March 11, 2015
3	Riverside County Waste Management Department	March 23, 2015
4	Riverside County Flood Control and Water Conservation District	April 1, 2015
5	San Bernardino County Department of Public Works	April 2, 2015
6	Department of Transportation	April 7, 2015

2.2 COMMENTS AND RESPONSES

RESPONSES TO COMMENT LETTERS

Written comments on the draft IS/MND are reproduced on the following pages, along with responses to those comments. CEQA does not require lead agencies to provide formal responses to comments received on initial studies supporting proposed mitigated negative declarations; however, the City prepared this response to comments document to provide responses to comments received on the IS/MND in order to provide comprehensive information and disclosure for both the public and City's decision-makers.

Where changes deemed necessary to clarify the draft IS/MND text result from responding to comments, those minor changes are included in the response and demarcated with revision marks (underline for new text, ~~strikeout~~ for deleted text). The six comment letters are listed chronologically.

Letter A

Re: Sendero Planned Development Project - Kanika Kith

Re: Sendero Planned Development Project

Eric Norris

Wed 3/11/2015 1:23 PM

To: Cultural <Cultural@pauma-nsn.gov>;

Cc: Dixon, Patti <pdixon@palomar.edu>; Jeremy Zagarella <jeremyzagarella@hotmail.com>; 'mteague@pmcworld.com' <mteague@pmcworld.com>; Kanika Kith <kkith@eastvaleca.gov>; Cathy Perring <cperring@eastvaleca.gov>;

Chris:

We will be happy to make this a formal condition of approval.

Thank you for your comments!

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave., Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 cell

[Facebook](#) | [Twitter](#)

Community ~ Pride ~ Prosperity

From: Cultural <Cultural@pauma-nsn.gov>

Sent: Wednesday, March 11, 2015 10:17 AM

To: Eric Norris

Cc: Dixon, Patti; Jeremy Zagarella

Subject: Sendero Planned Development Project

Mr. Norris,

The Pauma Band of Luiseno Indians has received your March 3 notice for the Sendero Planned Development Project. After reviewing the Initial Study/Mitigated Negative Declaration that was provided to us we have a concern. Will the developer be bringing on an archaeologist and a Native monitor for any pre geologic studies and during the mass grading for the project? We believe having monitors onsite will allow for a more rapid response time for any inadvertent discoveries. Your response will be greatly appreciated. Please contact us if there are any questions.

A-1

Thank you,

Chris Devers

Cultural Clerk

Letter A Continued

Re: Sendero Planned Development Project - Kanika Kith

Pauma Band of Luiseno Indians

Comment Letter A – Pauma Band of Luiseno Indians

A-1 The commenter requests that the developer bring on an archeologist and a Native monitor for any pre geologic studies and during the grading of the project site.

MM CUL-4 of the IS/MND requires that At least 30 days prior to seeking a grading permit, the applicant shall coordinate with the City to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the project site; designation, responsibilities, and participation of Native American Tribal monitors during ground-disturbing activities; project grading and development scheduling; and terms of compensation. No changes to the IS/MND are necessary to address the comment.



Letter B
Jurupa Area
Recreation and Park District

4810 Pedley Road • Jurupa Valley, CA 92509 • (951) 361-2090 • Fax (951) 361-2095
www.jarpd.org

March 23, 2015

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

RE: Project No. 14-1398

Please be advised that this project does not impact the Jurupa Area Recreation and Park District. This project is not within the boundaries of the Jurupa Area Recreation and Park District.

B-1

If you have any questions or comments, please feel free to contact me at 951-361-2090

Through:

DAN RODRIGUEZ, General Manager


BRENDA REYNOLDS, CFD Parks and Projects Manager

XC: JARPD Board of Directors
Dan Rodriguez, JARPD General Manager
Koppel & Gruber Public Finance
File

Board of Directors

Ronald Anderson • Stephen Anderson • Don Davies • Josie Gaytan • Ellen Porter

General Manager
Dan Rodriguez

Office Manager
Loretta Voges

Comment Letter B – Jurupa Area Recreation and Park District

B-1 The commenter states that the IS/MND does not impact the Jurupa Area Recreation and Park District.

This does not raise an environmental issue; therefore no further response is necessary.

Letter C



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

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



April 01, 2015

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

Subject: Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
State Clearinghouse No. 2015031016

Dear Mr. Norris:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Sendero Planned Residential Development Project (Project) [State Clearinghouse No. 2015031016]. The Department is responding to the IS and MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The Project is located at 6051 and 6101 Harrison Avenue, Eastvale, in western Riverside County, California; Assessor's Parcel Number (APN) 164-010-025. The site totals approximately 41 acres.

The Project would involve the construction of two residential developments on opposite sides of an existing 255-foot wide Southern California Edison easement. The applicant proposes a subdivision to allow for 323 single-family detached homes on approximately 41 acres. The proposed project would also include a General Plan Amendment. The land use designation of the proposed project site would be changed from Medium Density Residential to Medium High Density Residential. In addition, the proposed project would change the zoning for the project site. The current zoning, R-1 (One Family Dwellings), would be changed to PRD (Planned Residential Development).

Conserving California's Wildlife Since 1870

Letter C Continued

Initial Study and Mitigated Negative Declaration
 Sendero Planned Residential Development Project
 SCH No. 2015031016
 Page 2 of 4

Biological Resources and Impacts

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

- | | | |
|----|--|-----|
| 1. | <p>Regarding Mitigation Measure BIO-1, the IS states that for the purposes of the MND, the breeding bird season includes "...January 15 through August 31". Because not all species adhere to these nesting dates, the Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. Please note that nesting bird surveys should be carried out over the entire project site, not just areas with trees and shrubs, as some species nest directly on the ground. The Department recommends that the City revise Mitigation Measure BIO-1, and require an avian breeding survey, regardless of time of year, to ensure that the project complies with all federal, state, and local laws.</p> | C-1 |
| | <p>Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the MBTA, as amended (16 U.S.C. 703 <i>et seq.</i>). In addition, sections 3503, 3503.5, and 3513 of the FGC stipulate the following: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.</p> | C-2 |
| 2. | <p>Photograph 4 in the Biological Technical Report depicts an evaporation pond onsite. Please clarify the nature of this and any other onsite ponds, the type of vegetation present, if any, and whether it possesses attributes of a wetland.</p> | C-3 |
| 3. | <p>The Biological Technical Report is incorrect in its assertion that, for the purpose of Section 1602, "CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation."</p> | C-4 |

Letter C Continued

Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
SCH No. 2015031016
Page 3 of 4

The Department has observed that several biological consulting companies in the area are incorrectly referencing California Code of Regulations (CCR) Title 14, section 1.72 in reference to the Department's jurisdiction under section 1600 *et seq.* of the Fish and Game Code. Please note that CCR Title 14, section 1.72 *does not* pertain to the Department's jurisdiction as embodied in California Fish and Game Code (FGC) section 1600 *et seq.*, and *is not* the definition of a stream used by the Department. The section 1.72 definition was developed to address a specific sport fish issue that came before the Fish and Game Commission, and although the definition does speak to periodic and intermittent flow, section 1.72 is limited to fish-bearing or aquatic life-bearing streams.

Rather than limiting Department jurisdiction to fish-bearing streams alone, FGC Chapter 6, Fish and Wildlife Protection and Conservation, Section 1600 *et seq.* was enacted to provide for the conservation of fish and wildlife resources associated with stream ecosystems. The FGC further defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities, including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, section 45, and Division 2, Chapter 1, section 711.2(a), respectively). Fish means wild fish, mollusks, crustaceans, invertebrates, or amphibians, including any part, spawn or ova thereof (FGC, Division 5, Chapter 1, section 45).

For the purposes of implementing sections 1601 and 1603 of the FGC, California Code of Regulations Title 14, section 720 requires submission to the Department of general plans sufficient to indicate the nature of a project for construction by or on behalf of any person, government agency, state or local, and any public utility, of any project which will divert, obstruct or change the natural flow or bed of any river, stream or lake designated by the Department, or will use material from the streambeds designated by the Department, all rivers, streams, lakes, and streambeds in the State of California, including all rivers, streams and streambeds which may have intermittent flows of water, are hereby designated for such purpose.

Division 2, Chapter 5, Article 6, Section 1600 *et seq.* of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence or absence of specific vegetation types or communities. By long practice, the Department defines a stream as "a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed, over a given course during the historic hydrologic regime, and where the width of its course can reasonably be identified by physical or biological indicators." The "*historic hydrologic regime*" is defined in practice by the Department as circa 1800 to the present. Thus, a channel is not defined by a specific flow event, nor by the path of surface water as this path might vary seasonally. Rather, it is the Department's practice to define the channel based on the topography or elevations of land that confine the

C-4
cont.

Letter C Continued

Initial Study and Mitigated Negative Declaration
 Sendero Planned Residential Development Project
 SCH No. 2015031016
 Page 4 of 4

water to a definite course when the waters of a creek rise to their highest point. To define jurisdictional boundaries otherwise would result in a morass of jurisdictional boundaries that differed from stream to stream, changed with variations in channel morphology along the same stream, or that shifted seasonally on any given stream along with seasonal changes in flow.

The Department's website has additional information regarding dryland streams in "A review of Stream Processes and Forms in Dryland Watersheds" at this location: <http://www.dfg.ca.gov/habcon/1600/1600resources.html>.

Additional information can also be found in "Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants, With the MESA Field Guide - Final Project Report" (MESA Guide) available here: <http://www.energy.ca.gov/2014publications/CEC-500-2014-013/index.html> Please review page 9 of the MESA Guide. Please also refer to page E-14, which includes the definition of stream used by the Department's Lake and Streambed Alteration Program.

Please note that when reviewing a project area and/or reviewing Notifications of Lake or Streambed Alteration the Department relies on California Code of Regulations Title 14, section 720; section 1600 *et seq.* of the Fish and Game Code; and the Department's accepted definition of a stream.

**C-4
cont.**

The Department appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration for the Sendero Planned Residential Development Project (SCH No. 2015031016), and requests that the City address the Department's comments and concerns prior to adoption of the MND. If you should have any questions pertaining to these comments, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

(For) 
 Leslie MacNair
 Acting Regional Manager

cc: State Clearinghouse, Sacramento

Comment Letter C – Department of Fish and Wildlife

- C-1 The commenter encourages the City to require preconstruction nest surveys year round and across the entire site (ground and elevated vegetation) since nesting birds do not follow strict calendars and ground nesting birds may be present.**

MM BIO-1 has been amended to require active nest surveys regardless the season and clarifies survey focus to include ground nest birds.

The project applicant shall conduct construction and clearing activities outside of the major avian nesting season (September 1–January 14), where feasible. Preconstruction surveys for nesting raptors and migratory birds (including ground nesting birds) shall be conducted by a qualified biologist, no more than 14 days before initiation of construction activities regardless of the season. ~~If clearing and/or construction activities occur during the nesting season (January 15–August 31), preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, no more than 14 days before initiation of construction activities.~~ The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone, where feasible, to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusionary zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusionary zones may be established through consultation with the CDFW and the US Fish and Wildlife Service (USFWS), as necessary. The exclusionary zones shall remain in place until all young have fledged or the nest is deemed inactive by a qualified biologist.

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

~~If construction activities and tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.~~

Timing/Implementation: The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.

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

- C-2 The commenter states that the Project proponent is responsible to comply with all applicable laws related to nesting birds and birds of prey. The commenter then provides the appropriate federal and state statutes that support the statement,**

Page 31, Section 4.7, Nesting Birds, of the *Biological Technical Report* (Lukos 2014a) briefly discusses these statutes and their pertinence to the project site. Information regarding the Project proponent's responsibility will be forwarded to the Project proponent.

- C-3 The commenter requests information regarding the nature of the evaporation ponds on site including any wetland attributes.**

Page 2. Section 1.4, Existing Conditions, of the Biological Technical Report (Lukos 2014a) identifies that the project site contains three waste treatment ponds used in the dairy operations.

Page 6 Section 4.3 Jurisdictional Waters of the *Results of a Biological/Regulatory Overview for the 41.20-Acre Dyt Dairy Property (Tract 32797)* ((Lukos 2014b) states that the Project site does not contain waters subject to regulation by the U.S. Army Corps of Engineers pursuant to Clean Water Act Section 404; the California Department of Fish and Wildlife) pursuant to Section 1602 of the Fish and Game Code; or the Regional Water Quality Control Board pursuant to CWA Section 401 or Section 13260 of the California Water Code (the Porter-Cologne Water Quality Control Act) and that the waste treatment ponds are not considered jurisdictional waters.

- C-4 The commenter states that the definition provided in the technical report for “stream” as it pertains to Section 1602 of the Fish and Game code is incorrect and guides the author to documents that better defines streams, specifically dryland streams for the purposes of Section 1602.**

The City appreciates the information and will rely upon it for future projects. This project does not contain any streams or dryland stream, ditches, or other watercourses. No alteration of the analyses is necessary.

Letter D

Re: Sendero Planned Residential Development Project (Planning... - Kanika...

Re: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Eric Norris

Fri 4/3/2015 11:34 AM

To:Guerin, John <JGUERIN@rctlma.org>;

Cc:Cooper, Ed <ECOOPER@rctlma.org>; Santos, Barbara <BASANTOS@rctlma.org>; russellb@migcom.com <russellb@migcom.com>; Kanika Kith <kkith@eastvaleca.gov>;

Yes, we will send a letter. I will have the City's project manager draft a letter for you.

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave, Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 mobile

Community ~ Pride ~ Prosperity

From: <Guerin>, John Guerin

Date: Friday, April 3, 2015 at 10:20 AM

To: "enorris@eastvaleca.gov"

Cc: "Cooper, Ed", "Santos, Barbara", "russellb@migcom.com"

Subject: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a CD copy of the Initial Study/Mitigated Negative Declaration (received March 12, 2015) for this project. The General Plan Amendment (GPA), Change of Zone (CZ), and Tentative Tract Map were reviewed by ALUC as our Case Number ZAP1019CH14 and found consistent.

While the GPA and CZ remain unchanged since the time of ALUC's determination, the design of the Tract Map has been modified, as the version that was reviewed at ALUC's public hearing provided for 319 dwelling units, while the application now proposes 323 dwelling units. It does not appear that there would be a need to modify ALUC's conditions, but this is a change from the project description as noticed to the surrounding property owners prior to ALUC's public hearing and as considered by the Commission.

D-1

Would the City be willing to send ALUC a letter verifying that the only change in the Tract Map is the number of lots and that no change is being proposed to the portions of the project qualifying as open area pursuant to the Conceptual Site Plan exhibit dated September 22, 2014? If this is the situation, we can simply include a copy of the letter in our case file and not require an additional ALUC hearing.

D-2

Re: Sendero Planned Residential Development Project (Planning... - Kanika...

Letter D Continued

Comment Letter D – Airport Land Use Commission

D-1 & D-2

The commenter states that the design of the Tract Map has been modified, as the version that was reviewed at ALUC's public hearing provided for 319 dwelling units, while the application now proposes 323 dwelling units.

The City's project manager will send ALUC a letter verifying that the only change in the Tract Map is the number of lots and that no change is being proposed to the portions of the project qualifying as open area pursuant to the Conceptual Site Plan exhibit dates September 22, 2014.

Letter E



Adriana Mendoza-Ramos
Local Public Affairs
1351 East Francis Street
Ontario, CA 91761

April 6, 2015

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

RE: IS/MND for Sendero Planned Residential Development Project

Dear Mr. Norris:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Sendero Planned Residential Development Project. It is SCE's understanding that the Sendero proposed project is a residential development consisting of 323 single-family detached homes on approximately 41 acres. The site includes an existing SCE easement with a multipurpose trail that is identified as 3.73 acres of open space. Construction is expected to commence in September 2015 and last through November 2018.

SCE's Electrical Facilities

SCE is the electric service provider for the City of Eastvale and maintains electrical transmission and distribution facilities, as well as substations and supporting appurtenances in the City. Within the Sendero Planned Residential Development project site, SCE has an existing easement that contains 500, 220, and 66 kilovolt (kV) transmission lines (see the modified Figure 3 below from the IS/MND). In addition, within the Sendero Planned Residential Development project site, SCE is proposing the Circle City Substation and Mira Loma-Jefferson Subtransmission Line Project and one of SCE's project components, among other things, includes the removal of the existing single-circuit 66 kV subtransmission line and construction of a new double-circuit 66 kV subtransmission line.

E-1

Potential Impacts to SCE's Existing Easement

The proposed Sendero Planned Residential Development Project has the potential to impact SCE's easement and transmission lines. Page 5 of the IS/MND mentions that the proposed project includes a multipurpose trail within SCE's easement and states that "the trails are illustrated on Figure 3." However, no trails are shown in the figure. Any parkways or pathways (either by foot, bicycles, or other means) that invite the public onto SCE's easement will require the installation of Anti-Climbing Devices on each transmission line tower at the customer's expense. Pages 5 and 26 of the IS/MND mention the use of SCE's easement as a water quality basin; a water quality basin is **not** a compatible use within SCE's easement. Page 77 of the IS/MND discusses landscaping parallel and adjacent to SCE's easement. The Transportation/Traffic Section of the IS/MND (Page 93) describes circulation improvements, including development of the project frontage along Limonite Avenue and construction of "D" and "B" Streets. However, the overall project descriptions, which are located on Pages 4-5 and Page 26 of the IS/MND, make no mention the circulation improvements. Also, widening of Limonite Avenue will require relocation of SCE's existing 66 kV power pole (see attached figure) and distribution line along the north side of Limonite Avenue. For consistency purposes, SCE recommends that the IS/MND include the circulation improvements and relocation of power poles to the overall project description.

E-2

Safety Concerns

SCE must comply with the California Public Utilities Commission's (CPUC) General Order (GO) 95¹, which establishes rules and regulations for the overhead line design, construction, and maintenance which will ensure adequate service and secure safety to persons engaged in the construction, maintenance, operation or use of overhead lines and to the public in general. GO 95 also includes minimum vertical clearance requirements from thoroughfares, ground, and railroads, as well as specific minimum clearances from tree branches and vegetation around overhead wires. SCE is concerned that the Sendero Planned Residential

E-3

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M146/K646/146646565.pdf>

Letter E Continued

April 6, 2015
Sendero Planned Residential Development (IS/MND)
Page 2 of 3

Development Project circulation improvements and landscaping plans may conflict with SCE's existing and proposed transmission line designs.

E-3
cont.

Regulatory Requirements

The modification or relocation of electrical facilities that operate above 50 kV may be subject to CPUC's GO 131-D². As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). If the proposed project requires modification or relocation of a subtransmission line, it should be addressed in this IS/MND.

E-4

Coordination Between the City of Eastvale, Developer, and SCE

The Sendero Planned Residential Development may have coinciding construction periods with SCE's Circle City Substation and Mira Loma-Jefferson Subtransmission Line Project. To minimize potential cumulative construction impacts and ensure compliance with both projects' mitigation measures, SCE requests coordination between the City, developer, and SCE regarding timing and use of staging areas within and adjacent to SCE's easement.

E-5

SCE requests that the project developer submit five (5) sets of the Sendero Planned Residential Development Project plans depicting SCE's facilities and associated land rights to the location below. The proposed development should not impose constraints on SCE's ability to access, maintain, and/or operate its current and future facilities. Any proposed use of SCE's easement (including multipurpose trails, landscaping, and roads) will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights.

E-6

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

If you have any questions regarding this letter, please do not hesitate to contact me at Adriana.Mendoza@sce.com or (909) 930-8495.

Regards,



Adriana Mendoza-Ramos, Esq.
Local Public Affairs Region Manager
Southern California Edison Company

² <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>

Comment Letter E – Southern California Edison

E-1 This comment does not state changes to be made to the IS/MND.

E-2 The commenter states that page 5 of the IS/MND mentions that the proposed project includes a multipurpose trail within SCE's easement and states that "the trails are illustrated in Figure 3." However, no trails are shown in the figure. The commenter goes on to write that any parkways or pathways that invite the public onto SCE's easement will require the installation of Anti-Climbing Devices on each transmission line tower at the customers expense.

Figure 3 does not show the proposed trails. The trails are included as part of the grading and improvement plans for the proposed project, rather than as part of the subdivision used to create Figure 3. Please see Section 3.0, Minor Revisions to the IS/MND and Attachment B to this Final IS/MND, for Figure 3a, which shows the proposed trails. The installation of Anti-Climbing Devices at the customers expense is acknowledged.

Furthermore, the commenter states that Pages 5 and 26 of the IS/MND mention the use of SCE's easement as a water quality basin. This was an error within the IS/MND. As seen in Appendix 8b_Webb, lots 100-103, 106-150 and 225-234 will drain directly into eleven infiltration trenches located west of SCE easement.

The commenter states that page 77 of the IS/MND discusses landscaping parallel and adjacent to SCE's easement. The Transportation/Traffic Section of the IS/MND (Page 93) describes circulation improvements, including the development of the project frontage along Limonite Avenue and construction of "D" and "B" Streets. However, the overall project descriptions, which are located on Pages 4-5 and Page 26 of the IS/MND, make no mention of the circulation improvements. Also, widening of Limonite Avenue will require relocation of SCE's existing 66 kV power pole and distribution line along the north side of Limonite Avenue. The commenter goes on to state that for consistency purposes SCE recommends that the IS/MND include the circulation improvements and relocation of power poles to the overall project description.

The relocation of power poles in the former rural areas of the City is a standard activity associated with installation of urban improvements. The tentative map notes (Sheet DP-4) that the power poles on Limonite Avenue would be relocated to accommodate street improvements.

E-3 The commenter states that SCE is concerned that the Sendero Planned Residential Development Project circulation improvements and landscaping plans may conflict with SCE's existing and proposed transmission line designs.

The City will coordinate with SCE regarding all subdivision improvements.

E-4 The commenter states that if the project requires modification or relocation of a subtransmission line it should be addressed.

The proposed project does not require modification or relocation of a subtransmission line.

E-5 The commenter requests coordination between the City, developer, and SCE regarding timing and use of staging areas within and adjacent to SCE's easement.

Acknowledged. These requirements will be included in the conditions of approval for the project.

- E-6 The commenter requests that the project developer submit five (5) sets of the Sendero Planned Residential Development Project plans depicting SCE's facilities and associated land rights.**

Acknowledged. These requirements will be included in the conditions of approval for the project.

Letter F

Fwd: RE: Re: Sendero Planned Residential Development Project - Kanika ...

Sorry for the delay. Is this the information you needed for the Sendero project?

--Eric Norris
Planning Director
City of Eastvale
12363 Limonite Ave, Suite 910
Eastvale, CA 91752
www.EastvaleCA.gov
[530-574-4875](tel:530-574-4875) Anytime
enorris@EastvaleCA.gov

From: <Meraz>, "Meridith@DOC"
Date: Wednesday, April 8, 2015 at 12:09 PM
To: " enorris@eastvaleca.gov"
Subject: Sendero Planned Residential Development Project

Dear Mr. Norris,

In review of the Mitigated Negative Declaration for the above mentioned project, the CD you sent does not have Appendix 11 (Cancellation documents) attached, as was noted in the initial study. Could you please send a copy of Appendix 11 at your earliest convenience.

F-1

Thank you,

Meri A. Meraz
Associate Environmental Planner
California Department of Conservation
Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814
Phone [\(916\) 445-9411](tel:(916)445-9411)
Fax [\(916\) 327-3430](tel:(916)327-3430)

Letter F Continued

Fwd: RE: Re: Sendero Planned Residential Development Project - Kanika ...

Fwd: RE: Re: Sendero Planned Residential Development Project

Eric Norris

Thu 4/16/2015 1:41 PM

To: Kanika Kith <kkith@eastvaleca.gov>; Mark Teague <MTeague@PMCWorld.com>;

Cc: Jeanie Irene Aguilo <jaguilo@eastvaleca.gov>;

FYI

--Eric Norris
Planning Director
City of Eastvale
12363 Limonite Ave, Suite 910
Eastvale, CA 91752
www.EastvaleCA.gov
530-574-4875 Anytime
enorris@EastvaleCA.gov

From: Meraz, Meridith@DOC <meridith.meraz@conservation.ca.gov>
Sent: Thursday, April 16, 2015 1:39 PM
Subject: RE: Re: Sendero Planned Residential Development Project
To: Eric Norris <enorris@eastvaleca.gov>

Yes, that is what I needed. I previously reviewed the Mitigated Negative Declaration, and just finished my review of the documents you sent. The Department has no further comments on the project.

F-2

Thank you,

Meri A. Meraz
Associate Environmental Planner
Division of Land Resource Protection
Department of Conservation
[\(916\) 445-9411](tel:(916)445-9411)

From: Eric Norris [<mailto:Enorris@eastvaleca.gov>]
Sent: Thursday, April 16, 2015 1:13 PM
To: Meraz, Meridith@DOC
Cc: Kanika Kith
Subject: Fwd: Re: Sendero Planned Residential Development Project

Ms. Meraz:

Comment Letter F – California Department of Conservation

F-1 The commenter states that Appendix 11 was not included in the CD.

Appendix 11 has been sent to the commenter.

F-2 The commenter states that the Department has no further comments on the project.

Letter 1

Fw: Sedero Planned Residential Development Project Initial Study - Kanika...

Fw: Sedero Planned Residential Development Project Initial Study

Eric Norris

Mon 4/6/2015 1:53 PM

To: 'mteague@pmcworld.com' <mteague@pmcworld.com>; Cathy Perring <cperring@eastvaleca.gov>; Kanika Kith <kkith@eastvaleca.gov>;

Cc: Michele Nissen <MNissen@eastvaleca.gov>;

To All:

FYI.

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave., Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 cell

[Facebook](#) | [Twitter](#)

Community ~ Pride ~ Prosperity

From: Shane Sato <shanesato@hotmail.com>

Sent: Monday, April 6, 2015 9:56 AM

To: Eric Norris

Subject: Sedero Planned Residential Development Project Initial Study

Dear Mr. Norris,

This email is a response to request for comments regarding the above-referenced study. After review of the document I wish to express and comment on the proposed project.

First, in general, I find issue with the proposed change in zone from a R-1 to MRD designation. There is no benefit to the city for increased density neighborhoods or the addition to more residents. This is the last thing this City needs. The increase in residents will place an increased demand on fire, police, and other public services without increasing the revenue per resident equally as in R-1 developments. There is no mention in the study as to the benefit to the existing residents to allow the zoning change.

1-1

Page 34, Air Quality, and Page 71, Hydrology and Water Quality. These sections reduce the significance of the construction using mitigation measures, etc. but relies on the proper usage and enforcement of Best Management Practices (BMPs) during construction. In my opinion the City has done an extremely poor job in enforcing these rules on contractors in the city. I have called AQMD and RWQCB to report violations repeatedly to report heavy fugitive dust, track out, and insufficient site runoff measures within the City. As evidenced by history and on-going projects the City downplays the effects of the construction without addressing actual mitigation.

1-2

Letter 1 Continued

Fw: Sedero Planned Residential Development Project Initial Study - Kanika...

Page 87-90 Population and Housing and Public Services. The first section details how many more people will be living in the same area while the second section goes on to detail how there is "Less Than Significant Impact".

The study fails to address how individual projects can accumulate to a significant impact. The Study addresses the impact to fire services by stating that the project will comply to code, etc. The study address the impact to police service by stating that the city has a contract to provide police services and the Fees would pay for all required increases. CNUSD will also collect fees to mitigate. The truth of the matter, as any current resident knows, is that the city is woefully understaffed in police protection due to the costs. Everyone with a child also understands that the school system within the city's boundaries are near or at capacity. Even with new elementary schools opening there will be the future issues of middle and high school shortages once all of the elementary school children move up in grade level. Without additional revenue sources the City is already projecting budget shortfalls to provide services to the existing residents. More residents will not solve any shortfall issues, only make it worse. Increasing the residents/SF will certainly not help.

1-3

Page 92, Section 16, Transportation/Traffic. This is the most troubling aspect of the study. Again, as any current resident knows, traffic on Limonite Ave. is ridiculous in its current state. The freeway interchange is clogged and would be rated to a Level of Service of F. The fact that the table (16-1) lists the conditions of Limonite Ave. from Hamner to the I-15 as a Level B shows that the study is not realistic. The presence of constant stop-and-go bumper-to-bumper traffic trying to get onto the freeway from Eastvale cannot possibly be rated a "B". This increased density development right on the worse street in the City would only have a Significant Impact. The study "mitigates" the impact by detailing the proposed interchange improvement project, which would take years and years to actually design, permit, bid, and construct in California's burdensome environment. This is not a solution for a project wanting to be constructed prior to any interchange project plans being finalized or even conceptualized.

1-4

I appreciate the City publishing the document and request comments from the Public. I hope that the City is being compensated for being the "lead agency" in this endeavor. While the study is in-depth I found that all of the mitigation measures or described impacts came from a best-case scenario point of view and does not represent what I see on the construction projects day-to-day while driving around our beautiful city. While I am for Eastvale's growth I fail to see how this project is beneficial to the City as a whole and I fail to see why the City should deviate from its previously approved Zoning Plan to accommodate this development. Until such reasons are presented, and current oversight practices are changed, I must voice my opposition to this project and the inadequacy of this study.

Sincerely,
Shane Sato
Eastvale Resident

Comment Letter 1 – Shane Sato

- 1-1 The commenter states that increased density neighborhoods or the addition to more residents from the proposed zone change of R-1 to PRD provide no benefits to the city.**

According to the Public Services Section (Standard Conditions & Requirements) of the IS/MND to fully mitigate potential impacts on the Riverside County Fire Department, the Riverside County Sheriff's Department, the Corona-Norco Unified School District, and parks and other governmental services such as economic development and other community services provide by the City, the project applicant is required to pay the established development impact fees in compliance with the Development Impact Fee Program in Chapter 110.28 of the City of Eastvale Municipal Code.

- 1-2 The commenter states that the Air Quality and Hydrology and Water Quality section of the IS/MND relies on the proper usage and enforcement of Best Management Practices (BMPs) during construction.**

Commenter is correct that the IS/MND assumes that the best practices are implemented. The City is responsible for ensuring compliance with mitigation measure which is documented through the adopted mitigation monitoring and reporting program (MMRP) that is adopted for each project.

- 1-3 The commenter believes that the Population and Housing and Public Services sections fail to address how individual projects can accumulate to a significant impact.**

The proposed project was circulated to all service providers, including the school district, who were provided with an opportunity to comment on the project during the initial design phase and prior to release of the initial study for public review. None of the public service providers commented on the project or requested mitigation.

- 1-4 The commenter states that the fact that the table (16-1) lists the conditions of Limonite Avenue from Hamner to the I-15 as a Level B shows that the study is not realistic.**

While Limonite is a busy street, and at times traffic is delayed, the level of service reported in Table 16-1 represents the overall level of service during the day. This calculation is based on the design of the roadway and number of average daily trips. Table 16-2 in the IS/MND, shows the morning and afternoon peak hour level of service for Limonite Avenue and Interstate 15. Improvements to this interchanged are programmed as part of the regional transportation system improvements, and funded by the Transportation Uniform Mitigation Fee (TUMF). The City is currently working with Caltrans and the Riverside County Transportation Commission regarding the final design of the improvements. Construction is anticipated in July 2017. (<http://rcprojects.org/limoniteinterchange/>) All projects in Riverside County pay the TUMF at the time of building permit issuance. The fees are combined and used to make the improvements necessary to accommodate regional growth.

Letter 2

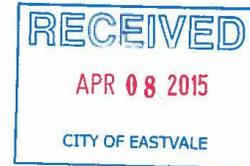
RINCON BAND OF LUISEÑO INDIANS Culture Committee

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or (760) 297-2622 & Fax: (760) 749-8901



March 11, 2015

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



Re: Sendero Planned Development Project

Dear Mr. Norris:

Thank you for inviting us to submit comments on the Sendero Planned Development Project. This letter is written on behalf of the Rincon Band of Luiseño Indians. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is within the Aboriginal Territory of the Luiseño people, but is not within Rincon's Historic boundaries. We defer you to the Pechanga Band of Luiseño Indians or Soboba Band of Luiseño Indians who are closer to your project area

2-1

Please contact the Native American Heritage Commission and they will assist with a referral to other tribes in the project area.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,


Rose Duro
Rincon Culture Committee Chairman

Bo Mazzetti
Tribal Chairman

Stephanie Spencer
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

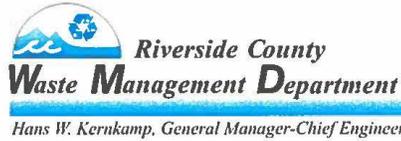
Alfonso Kolb
Council Member

Comment Letter 2 – Rincon Band of Luiseno Indians

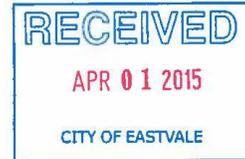
- 2-1 The commenter states that the project site is not within Rincon’s Historic boundaries and is closer to the Pechanga Band of Luiseno Indians or Soboba Band of Luiseno Indians.**

The two other tribes the commenter mentioned have also been notified of the public review period for the project.

Letter 3



March 23, 2015



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

RE: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Dear Mr. Norris:

The Riverside County Waste Management Department (RCWMD) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the Sendero Planned Residential Development Project. The project site is located northwest of the intersection of Limonite and Harrison avenues, within the City of Eastvale (City). The RCWMD has the following comments:

1. Pg. 109, last paragraph states that "the proposed project will be consistent with the County Integrated Waste Management Plan and will be required to comply with the recommendations of the Riverside County Waste Management Department for any development associated with the proposed project."
 - a. The RCWMD does not have land use authority over the City of Eastvale, nor any means to enforce/monitor our Construction and Demolition Waste Diversion Program for City of Eastvale projects. The RCWMD would be willing to make recommendations to help the City comply with the Construction and Demolition Waste Program for projects arising from the Sendero Planned Residential Development Project. However, since the City's incorporation in 2010, it is not 'required' to comply with the recommendations of the RCWMD for developments associated with the proposed project.
2. The project proponent is also encouraged to consider incorporating the following measures to help reduce the anticipated project's solid waste impacts and enhance the City's efforts to comply with the State's mandate of 50% solid waste diversion from landfilling.
 - The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
 - Consider xeriscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the project.
 - Hazardous materials are not accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations.

3-1

3-2

14310 Frederick Street • Moreno Valley, CA 92553 • (951) 486-3200 • Fax (951) 486-3205 • Fax (951) 486-3230
www.rivcown.org

printed on recycled paper

Letter 3 Continued

Eric Norris, Planning Director
Planning Application No. 14-1398
March 23, 2015
Page 2 of 2

3. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

3-3

Thank you for the opportunity to review and comment on the IS/MND for the Sendero Planned Residential Development Project. I can be reached at (951) 486-3200 if you have any questions regarding the above comments.

Sincerely,



Jose Merlan
Urban/Regional Planner II

PD#172449

Comment Letter 3 – Riverside County Waste Management Division

- 3-1 The commenter notes that incorporation of the City of Eastvale means that the City is not required to comply with the County Integrated Waste Management Plan.**

Commenter is correct in that the City has jurisdiction over land use and development within the City of Eastvale. The City is part of the solid waste local task force and participates with all of the other cities in Riverside County in implementing the Riverside County Integrated Waste Manager Plan. The City will continue to work with the County to ensure that provisions of the plan are met.

- 3-2 The commenter makes recommendation regarding the use of mulch and/or compost and recycling of landscaping materials and the use of drought tolerant low-maintenance vegetation in landscape areas of the project.**

The measures recommended by the commenter regarding landscaping are incorporated into the City's landscape ordinance.

- 3-3 The commenter notes that the County landfills are not licensed to accept hazardous materials.**

The hazardous materials information will be given to the applicant.

Letter 4

WARREN D. WILLIAMS
General Manager-Chief Engineer



1995 MARKET STREET
RIVERSIDE, CA 92501
951.955.1200
FAX 951.788.9965
www.rcflood.org

RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

168958
SKM:bad



City of Eastvale
Planning Department
12363 Limonite Avenue, Suite #910
Eastvale, California 91752

Attention: Eric Norris

Ladies and Gentlemen:

Re: PA 14-1398 (Initial Study/MND)

The District does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check city land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District has not reviewed the proposed project in detail and the following checked comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety or any other such issue:

- No comment.
- This project would not be impacted by District Master Drainage Plan facilities nor are other facilities of regional interest proposed.
- This project involves District Master Plan facilities. The District will accept ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required. **4-1**
- This project proposes channels, storm drains 36 inches or larger in diameter or other facilities that could be considered regional in nature and/or a logical extension of the adopted Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection and administrative fees will be required.
- This project is located within the limits of the District's Eastvale Area Drainage Plan for which drainage fees have been adopted; applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities. For further information, contact the District's encroachment permit section at 951.955.1266.
- The District's previous comments are still valid.

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt. **4-2**

If this project involves a Federal Emergency Management Agency (FEMA) mapped flood plain, then the City should require the applicant to provide all studies, calculations, plans and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation or other final approval of the project, and a Letter of Map Revision (LOMR) prior to occupancy. **4-3**

If a natural watercourse or mapped flood plain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Game and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit. **4-4**

Very truly yours,

HENRY OLIVO
Engineering Project Manager

c: Riverside County Planning Department
Attn: Kristi Lovelady

Date: April 1, 2015

Comment Letter 4 – Riverside County Flood Control and Water Conservation District

- 4-1 The commenter states that the project is within the boundaries of the District’s Eastvale Area Drainage Plan and is therefore required to pay appropriate drainage fees to the Flood Control District. The commenter also states that an encroachment permit is required to be obtained for any construction work within the District right-of-way.**

The comment is noted and will be conveyed to the applicant for consideration during preparation of improvement plans.

- 4-2 The commenter states that the project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board.**

As stated in Section 9, Hydrology and Water Quality, pages 72 and 76 of the IS/MND, the project is conditioned to provide the City evidence of compliance with the NPDES and also to obtain a construction permit.

- 4-3 The commenter states that the applicant is required to provide relevant information (studies, calculations, plans, and other information) if the project involves a Federal Emergency Management Agency (FEMA) flood plain. Additionally, the commenter requests that a Conditional Letter of Map Revision (CLOMR) be obtained prior to grading or recordation or other final approval and a LOMR prior to occupancy.**

As discussed in the IS/MND, the project site is not located within the 100-year flood hazard area. Additionally, the project site is not located in a dam inundation area.

825 East Third Street, San Bernardino, CA 92415-0835 | Phone: 909.387.8109 Fax: 909.387.8109



Letter 5
Department of Public Works

www.SBCounty.gov

- Environmental & Construction • Flood Control
- Operations • Solid Waste Management
- Surveyor • Transportation

Gerry Newcombe
 Director

April 2, 2015

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



File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE SENDERO PLANNED RESIDENTIAL DEVELOPMENT FOR THE CITY OF EASTVALE

Dear Mr. Norris:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on March 10, 2015,** and pursuant to our review, the following comments are provided:

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. If any encroachment onto San Bernardino Flood Control District (District) right-of-way is anticipated, a permit shall be obtained from the District's Permits/Operations Support Division. Other off-site or on-site improvements may be required which cannot be determined at this time. 5-1

Environmental Management Division (Nancy Sansonetti, Senior Planner, 909-387-1866):

1. Figure 3 labels the existing flood control channel as 'RCFCWD County Line Channel', yet this channel is listed under San Bernardino County Flood Control District's (District) ownership as 'County Line Channel facility 1-317-1A'. Please verify ownership and responsibility. Any stormwater connections proposed to a District facility will require appropriate permitting and BMPs as required by the District. 5-2
2. Mitigation Measure NOI-2 contains a provision of a 'windows closed' condition as a means of noise level reduction. While commonly used, this type of measure is not enforceable and not really a reduction measure as mandated by CEQA. Other methods of noise reduction should be explored. 5-3
3. The project site contains three 'dairy' ponds, but it is unclear what use these ponds had and how they will be remediated to assure water quality 5-4

BOARD OF SUPERVISORS				
ROBERT A. LOVINGOOD Vice Chairman, First District	JANICE RUTHERFORD Second District	JAMES RAMOS Chairman, Third District	CURT HAGMAN Fourth District	JUSTI GONZALEZ Fifth District
				GREGORY C. DEVEREAUX Chief Executive Officer

Letter 5 Continued

E. Norris, City of Eastvale
CEQA Comments – MND for Sendero Planned Residential Development
April 2, 2015
Page 2 of 2

4. The project proposes many residential lots adjacent to a 255' wide SCE easement containing high voltage power lines and proposes a multi use trail system in this open area; yet there is no discussion of the potential harmful effects to residents from the electromagnetic fields (EMFs) from these lines. We suggest the document should contain a discussion and disclosure of the EMF to the public. 5-5

Environmental Management Division (Erma Hurse, Senior Planner, 909-387-1864):

1. In meeting state mandated source reduction, recycling, and composting requirements, the environmental document should state specific types of solid waste anticipated to be generated for the proposed project and what programs are in place to help reduce, recycle or divert waste from being landfilled. 5-6

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,



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

NAA:PE:nh/CEQACOMMENT_Eastvale_MND_Sendero_2015-04-02-01.docx

Comment Letter 5 – San Bernardino County Department of Public Works

- 5-1 The commenter states that any encroachment onto the San Bernardino Flood Control District right-of-way will require a permit.**

The comment is noted and will be conveyed to the applicant for consideration during preparation of improvement plans.

- 5-2 The commenter states that Figure 3 of the IS/MND flood control channel is labeled as “RCFCWD County Line Channel,” however, it should be labeled as the “County Line Channel Facility 1-317-1A” as ownership is listed under San Bernardino County Flood Control District. Also, the commenter notes that any stormwater connections proposed to a District facility will require appropriate permitting and BMPs as required by the District.**

Figure 3 has been revised and the channel has been relabeled “County Line Channel Facility 1-317-1A.” The updated figure has been included in the Final IN/MND package and is found in **Attachment B**.

As discussed on page 72 of the IS/MND and based on the Preliminary Hydrology Report (**Appendix 7b** of the IS/MND), the proposed project will continue to drain from the north to the south consistent with the existing drainage pattern, which is currently a north to south flow. Two water quality infiltration basins, one located in the middle of the west tract and the other in the middle of the east tract; 11 infiltration trenches; and a 48-inch storm drain line in Limonite Avenue connecting to the existing 48-inch line west of the property and extending said line to the site frontage will facilitate storm drain flows. It is anticipated that the project will flow to the south and not into the District facility.

- 5-3 The commenter states that the provision included in mitigation measure NOI-2 for a “windows closed” condition is not enforceable and other methods should be explored.**

According to the Eastvale General Plan (page 10-5):

“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.”

Part of building design to reduce noise includes installing windows that are well-fitted and have a minimum sound transmission rating. Mitigation Measure NOI-2 includes a condition that all windows and sliding glass doors are required to be well-fitted, well-weather-stripped assemblies and have a minimum sound transmission class (STC) rating of 27. In the case of the project, lots facing Limonite Avenue and Harrison Avenue (Lots 1 to 3 and 234 to 237 and Lots 241 to 262), an additional condition was included to reduce noise level up to 27.5 dBA to meet the City of Eastvale 45 dBA interior noise standards. The requirement to have a windows closed condition is supported by the General Plan. In fact, General Plan Policy N-27 states:

COMMENTS AND RESPONSES TO COMMENTS

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.

5-4 The commenter questions how the three dairy ponds will be remediated to assure water quality.

As stated in Section 9, Hydrology and Water Quality, pages 72 and 76 of the IS/MND, the project is conditioned to provide the City evidence of compliance with the NPDES and also to obtain a construction permit which will ensure water quality at the three dairy ponds are maintained.

Letter 6

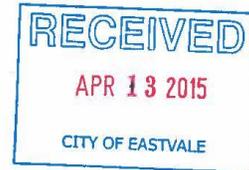
STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN Jr. Governor

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



*Serious drought
Help save water!*



April 7, 2015

Eric Norris
Planner Director
City of Eastvale
12363 Limonite Avenue
Eastvale, CA 91752

Sendero Planned Residential Development Planning Application #14-1398 (Riv 15 PM 48.22)

Mr. Norris,

We have completed our review for the above mentioned proposal for the development of 323 single-family detached homes on approximately 41 acres. The applicant is proposing a General Plan Amendment from Medium Density Residential at a density of 2.1 – 5 dwelling units per acre to Medium High Density at a density of 5.1 to 8 dwelling units per acre.

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

We recommend the following to be provided:

- Page #26: Please indicate PCE factors used for your calculations, or indicate consistency with HCM 2010 or County's TIA guidelines. | 6-1
- Page #73: Please indicate what Horizon Year (Post-2035) stands for. | 6-2
- Please include a copy of current County's TIA guidelines. | 6-3
- Please include ramp merge/diverge analysis at I-15 northbound and southbound direction at the Limonite Avenue Interchange to determine impacts of the development. | 6-4

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

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

Letter 6 Continued

Mr. Norris
April 7, 2015
Page 2

Sincerely,



MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

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

Comment Letter 6 – Department of Transportation, Caltrans

6-1 The commenter requests the Passenger Car Equivalent (PCE) factor used in the calculations.

The reference to PCE based volumes was in error. The report was prepared consistent with HCM 2010 methodology based on actual vehicles and the use heavy vehicle percentages.

6-2 The commenter requests a definition of Horizon Year (Post-2035).

The reference to "Post-2035" indicates that the actual forecasts used in the TIA were originally derived from the RivTAM 2035 model, but also reflect local knowledge of land use and roadway network anticipated for General Plan buildout of the City of Eastvale and immediately surrounding area (which is expected to occur beyond year 2035).

6-3 The commenter has requested a copy of the current County's TIA Guidelines.

The current TIA Guidelines for Riverside County are attached.

6-4 The commenter has requested merge/diverge analysis at the I-15 on and off ramps at Limonite Avenue.

Consistent with Caltrans Traffic Study Guidelines, the merge/diverge analysis for the I-15 on and off ramps at Limonite Avenue was not included as part of the TIA as the project contributes fewer than 50 peak hour trips to either ramp location.

3.0 MINOR REVISIONS TO THE IS/MND

3.1 INTRODUCTION

This section includes minor edits to the IS/MND. These modifications resulted from responses to comments received during the public review period as well as from staff-initiated changes.

Revisions herein do not result in new significant environmental impacts, do not constitute significant new information, and do not alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

3.2 MINOR CHANGES AND EDITS TO THE IS/MND

The following minor changes are made to clarify the IS/MND based on comments received on the project and review of those comments by the City and by the technical experts responsible for the supporting studies.

INTRODUCTION AND PROJECT DESCRIPTION

The following revision to the figures have been made to the IS/MND:

Figure 3a is added to the IS/MND following Figure 3 in the original IS/MND.

BIOLOGICAL RESOURCES

The following text revision has been made to page 48 of the IS/MND:

BIO-1 has been amended to require active nest surveys regardless the season and clarifies survey focus to include ground nest birds.

The project applicant shall conduct construction and clearing activities outside of the major avian nesting season (September 1–January 14), where feasible. Preconstruction surveys for nesting raptors and migratory birds (including ground nesting birds) shall be conducted by a qualified biologist, no more than 14 days before initiation of construction activities regardless of the season. ~~If clearing and/or construction activities occur during the nesting season (January 15–August 31), preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, no more than 14 days before initiation of construction activities.~~ The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone, where feasible, to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusionary zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusionary zones may be established through consultation with the CDFW and the US Fish and Wildlife Service (USFWS), as necessary. The exclusionary zones shall remain in place until all young have fledged or the nest is deemed inactive by a qualified biologist.

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

3.0 MINOR REVISIONS TO THE IS/MND

~~If construction activities and tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.~~

Timing/Implementation: The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.

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

CULTURAL RESOURCES

The following text revision has been made to page 51 of the IS/MND:

As such, future development proposed by the project would require the implementation of mitigation measures **CUL-1** through **CUL-4** **CUL-3** to reduce impacts to levels less than significant.

The following text revision has been made to page 52 of the IS/MND:

Any future development on this project site would require, at a minimum, mitigation measure **CUL-5** **CUL-4** to reduce impacts on paleontological resources.

The following text revision has been made to page 53 of the IS/MND:

In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determine the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-4** **CUL-3**.

The following text revision has been made to page 53 of the IS/MND:

CUL-4

CUL-3 At least 30 days prior to seeking a grading permit, the applicant shall coordinate with the City to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the project site; designation, responsibilities, and participation of Native American Tribal monitors during ground-disturbing activities; project grading and development scheduling; and terms of compensation. If subsurface archaeological resources are discovered during grading related to development associated with the project, the project applicant, the project archaeologist, and the appropriate Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources, in accordance with the Cultural Resources Treatment and Monitoring Agreement. If the parties cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City's Planning Director for decision. The Planning Director

shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Eastvale (Planning Commission and City Council).

The following text revision has been made to page 53 of the IS/MND:

CUL-5

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

HAZARDS AND HAZARDOUS MATERIALS

The following text revision has been made to page 70 of the IS/MND:

HAZ-1 Due to the age of the buildings, hidden or unknown suspect ACM or lead containing/coated materials may be uncovered during possible demolition or renovation activities. For any removal of lead containing components included in any renovation/demolition, a waste profile shall be conducted prior to disposal. Additionally, all ACMs and lead removal/demolition and other identified hazardous material waste is required to be disposed of in accordance with all local, state, and federal regulations and Leighton Consulting Inc.'s policies and procedures contained in **Appendix 5** of this Initial Study.

Timing/Implementation: During Construction

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

HAZ-2 The OCP-impacted soil identified by the Phase I and Limited Phase II ESAs (Leighton and Associates 2013c) must be excavated and disposed of off-site prior to redevelopment of the subject site for residential use. Subsequent to removal of contaminated soils, confirmation soil samples shall be collected from the resulting excavation sidewalls and bottom to determine whether all OCP-impacted soil has been effectively removed.

Timing/Implementation: During Construction

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

3.0 MINOR REVISIONS TO THE IS/MND

NOISE

The following text revision has been made to page 84 of the IS/MND:

NOI-1 In order to satisfy the City of Eastvale 65 dBA exterior noise level standards, the construction of 6-foot-high noise barriers for Lots 1, 2, and 3 and 6.5-foot-high noise barriers for Lots ~~1 to 12~~ 241 to 251, adjacent to Limonite Avenue, is required. In addition, the construction of 4-foot-high noise barriers for Lots ~~12 to 35~~ 255 to 273, adjacent to Harrison Avenue, is required. The recommended noise control barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line of sight openings between shielded areas and the roadways. The noise barrier shall be constructed using one of the following materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot
- Glass (0.25 inches thick) or other transparent material with sufficient weight per square foot
- Earthen berm
- Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) shall be filled with grout or caulking.

The following text revision has been made to page 85 of the IS/MND:

- Noise Level Reduction: Lots facing Limonite Avenue and Harrison Avenue (Lots 1 to 3 and 234 to 237 and Lots ~~1 to 34~~ 241 to 262. See **Figure 3**) will require a noise level reduction (NLR) of up to 25.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning).

The following text revision has been made to page 85 of the IS/MND:

NOI-3 The applicant shall disclose to all future residents of Lots 94 and 95 (**Figure 3**) the potential for Chino Desalter Authority (CSA) well noise located on the adjacent CDA lot (**Figure 3**).

Timing/Implementation: Prior to occupancy

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

ATTACHMENTS

ATTACHMENT A: PUBLIC NOTICES

Letter 1

Fw: Sedero Planned Residential Development Project Initial Study - Kanika...

Fw: Sedero Planned Residential Development Project Initial Study

Eric Norris

Mon 4/6/2015 1:53 PM

To:'mteague@pmcworld.com' <mteague@pmcworld.com>; Cathy Perring <cperring@eastvaleca.gov>; Kanika Kith <kkith@eastvaleca.gov>;

Cc:Michele Nissen <MNissen@eastvaleca.gov>;

To All:

FYI.

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave., Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 cell

[Facebook](#) | [Twitter](#)

Community ~ Pride ~ Prosperity

From: Shane Sato <shanesato@hotmail.com>

Sent: Monday, April 6, 2015 9:56 AM

To: Eric Norris

Subject: Sedero Planned Residential Development Project Initial Study

Dear Mr. Norris,

This email is a response to request for comments regarding the above-referenced study. After review of the document I wish to express and comment on the proposed project.

First, in general, I find issue with the proposed change in zone from a R-1 to MRD designation. There is no benefit to the city for increased density neighborhoods or the addition to more residents. This is the last thing this City needs. The increase in residents will place an increased demand on fire, police, and other public services without increasing the revenue per resident equally as in R-1 developments. There is no mention in the study as to the benefit to the existing residents to allow the zoning change.

1-1

Page 34, Air Quality, and Page 71, Hydrology and Water Quality. These sections reduce the significance of the construction using mitigation measures, etc. but relies on the proper usage and enforcement of Best Management Practices (BMPs) during construction. In my opinion the City has done an extremely poor job in enforcing these rules on contractors in the city. I have called AQMD and RWQCB to report violations repeatedly to report heavy fugitive dust, track out, and insufficient site runoff measures within the City. As evidenced by history and on-going projects the City downplays the effects of the construction without addressing actual mitigation.

1-2

Letter 1 Continued

Fw: Sedero Planned Residential Development Project Initial Study - Kanika...

Page 87-90 Population and Housing and Public Services. The first section details how many more people will be living in the same area while the second section goes on to detail how there is "Less Than Significant Impact".

The study fails to address how individual projects can accumulate to a significant impact. The Study addresses the impact to fire services by stating that the project will comply to code, etc. The study address the impact to police service by stating that the city has a contract to provide police services and the Fees would pay for all required increases. CNUSD will also collect fees to mitigate. The truth of the matter, as any current resident knows, is that the city is woefully understaffed in police protection due to the costs. Everyone with a child also understands that the school system within the city's boundaries are near or at capacity. Even with new elementary schools opening there will be the future issues of middle and high school shortages once all of the elementary school children move up in grade level. Without additional revenue sources the City is already projecting budget shortfalls to provide services to the existing residents. More residents will not solve any shortfall issues, only make it worse. Increasing the residents/SF will certainly not help.

1-3

Page 92, Section 16, Transportation/Traffic. This is the most troubling aspect of the study. Again, as any current resident knows, traffic on Limonite Ave. is ridiculous in its current state. The freeway interchange is clogged and would be rated to a Level of Service of F. The fact that the table (16-1) lists the conditions of Limonite Ave. from Hamner to the I-15 as a Level B shows that the study is not realistic. The presence of constant stop-and-go bumper-to-bumper traffic trying to get onto the freeway from Eastvale cannot possibly be rated a "B". This increased density development right on the worse street in the City would only have a Significant Impact. The study "mitigates" the impact by detailing the proposed interchange improvement project, which would take years and years to actually design, permit, bid, and construct in California's burdensome environment. This is not a solution for a project wanting to be constructed prior to any interchange project plans being finalized or even conceptualized.

1-4

I appreciate the City publishing the document and request comments from the Public. I hope that the City is being compensated for being the "lead agency" in this endeavor. While the study is in-depth I found that all of the mitigation measures or described impacts came from a best-case scenario point of view and does not represent what I see on the construction projects day-to-day while driving around our beautiful city. While I am for Eastvale's growth I fail to see how this project is beneficial to the City as a whole and I fail to see why the City should deviate from its previously approved Zoning Plan to accommodate this development. Until such reasons are presented, and current oversight practices are changed, I must voice my opposition to this project and the inadequacy of this study.

Sincerely,
Shane Sato
Eastvale Resident

Letter 2

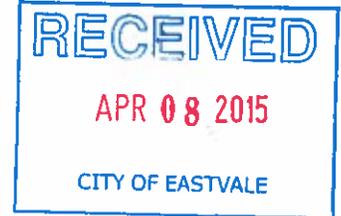
RINCON BAND OF LUISEÑO INDIANS Culture Committee

1 W. Tribal Road · Valley Center, California 92082 ·
(760) 297-2621 or (760) 297-2622 & Fax: (760) 749-8901



March 11, 2015

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



Re: Sendero Planned Development Project

Dear Mr. Norris:

Thank you for inviting us to submit comments on the Sendero Planned Development Project. This letter is written on behalf of the Rincon Band of Luiseño Indians. Rincon is submitting these comments concerning your projects potential impact on Luiseño cultural resources.

The Rincon Band has concerns for impacts to historic and cultural resources and the finding of items of significant cultural value that could be disturbed or destroyed and are considered culturally significant to the Luiseño people. This is to inform you, your identified location is within the Aboriginal Territory of the Luiseño people, but is not within Rincon's Historic boundaries. We defer you to the Pechanga Band of Luiseño Indians or Soboba Band of Luiseño Indians who are closer to your project area

Please contact the Native American Heritage Commission and they will assist with a referral to other tribes in the project area.

Thank you for the opportunity to protect and preserve our cultural assets.

Sincerely,

Rose Duro
Rincon Culture Committee Chairman

2-1

Bo Mazzetti
Tribal Chairman

Stephanie Spencer
Vice Chairwoman

Steve Stallings
Council Member

Laurie E. Gonzalez
Council Member

Alfonso Kolb
Council Member

Letter 3



Hans W. Kernkamp, General Manager-Chief Engineer

March 23, 2015

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



RE: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Dear Mr. Norris:

The Riverside County Waste Management Department (RCWMD) has reviewed the Initial Study/Mitigated Negative Declaration (IS/MND) for the Sendero Planned Residential Development Project. The project site is located northwest of the intersection of Limonite and Harrison avenues, within the City of Eastvale (City). The RCWMD has the following comments:

1. Pg. 109, last paragraph states that "the proposed project will be consistent with the County Integrated Waste Management Plan and will be required to comply with the recommendations of the Riverside County Waste Management Department for any development associated with the proposed project."
 - a. The RCWMD does not have land use authority over the City of Eastvale, nor any means to enforce/monitor our Construction and Demolition Waste Diversion Program for City of Eastvale projects. The RCWMD would be willing to make recommendations to help the City comply with the Construction and Demolition Waste Program for projects arising from the Sendero Planned Residential Development Project. However, since the City's incorporation in 2010, it is not 'required' to comply with the recommendations of the RCWMD for developments associated with the proposed project.
2. The project proponent is also encouraged to consider incorporating the following measures to help reduce the anticipated project's solid waste impacts and enhance the City's efforts to comply with the State's mandate of 50% solid waste diversion from landfilling.
 - The use of mulch and/or compost in the development and maintenance of landscaped areas within the project boundaries is recommended. Recycle green waste through either onsite composting of grass, i.e., leaving the grass clippings on the lawn, or sending separated green waste to a composting facility.
 - Consider xeriscaping and the use of drought tolerant low maintenance vegetation in all landscaped areas of the project.
 - Hazardous materials are not accepted at the Riverside County landfills. Any hazardous wastes, including paint, used during construction must be properly disposed of at a licensed facility in accordance with local, state and federal regulations.

3-1

3-2

Letter 3 Continued

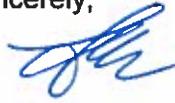
Eric Norris, Planning Director
Planning Application No. 14-1398
March 23, 2015
Page 2 of 2

3. Since hazardous materials are not accepted at Riverside County landfills, the project proponent shall take any hazardous wastes, including paint used during construction, to facilities that are permitted to receive them, in accordance with local, state, and federal regulations. For further information, please contact the Household Hazardous Waste Collection Program at 1-800-304-2226.

3-3

Thank you for the opportunity to review and comment on the IS/MND for the Sendero Planned Residential Development Project. I can be reached at (951) 486-3200 if you have any questions regarding the above comments.

Sincerely,



Jose Merlan
Urban/Regional Planner II

PD#172449



Letter 5

Department of Public Works

www.SBCounty.gov

- Environmental & Construction • Flood Control
- Operations • Solid Waste Management
- Surveyor • Transportation

Gerry Newcombe
Director

April 2, 2015

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



File: 10(ENV)-4.01

RE: CEQA – NOTICE OF AVAILABILITY OF A MITIGATED NEGATIVE DECLARATION FOR THE SENDERO PLANNED RESIDENTIAL DEVELOPMENT FOR THE CITY OF EASTVALE

Dear Mr. Norris:

Thank you for giving the San Bernardino County Department of Public Works the opportunity to comment on the above-referenced project. **We received this request on March 10, 2015,** and pursuant to our review, the following comments are provided:

Water Resources Division (Mary Lou Mermilliod, PWE III, 909-387-8213):

1. If any encroachment onto San Bernardino Flood Control District (District) right-of-way is anticipated, a permit shall be obtained from the District's Permits/Operations Support Division. Other off-site or on-site improvements may be required which cannot be determined at this time. **5-1**

Environmental Management Division (Nancy Sansonetti, Senior Planner, 909-387-1866):

1. Figure 3 labels the existing flood control channel as 'RCFCWD County Line Channel', yet this channel is listed under San Bernardino County Flood Control District's (District) ownership as 'County Line Channel facility 1-317-1A'. Please verify ownership and responsibility. Any stormwater connections proposed to a District facility will require appropriate permitting and BMPs as required by the District. **5-2**
2. Mitigation Measure NOI-2 contains a provision of a 'windows closed' condition as a means of noise level reduction. While commonly used, this type of measure is not enforceable and not really a reduction measure as mandated by CEQA. Other methods of noise reduction should be explored. **5-3**
3. The project site contains three 'dairy' ponds, but it is unclear what use these ponds had and how they will be remediated to assure water quality **5-4**

BOARD OF SUPERVISORS

ROBERT A. LOVINGOOD
Vice Chairman, First District

JANICE RUTHERFORD
Second District

JAMES RAMOS
Chairman, Third District

CURT HAGMAN
Fourth District

JUSTE GONZALES
Fifth District

GREGORY C. DEVEREAUX
Chief Executive Officer

Letter 5 Continued

E. Norris, City of Eastvale
CEQA Comments – MND for Sendero Planned Residential Development
April 2, 2015
Page 2 of 2

4. The project proposes many residential lots adjacent to a 255' wide SCE easement containing high voltage power lines and proposes a multi use trail system in this open area; yet there is no discussion of the potential harmful effects to residents from the electromagnetic fields (EMFs) from these lines. We suggest the document should contain a discussion and disclosure of the EMF to the public. 5-5

Environmental Management Division (Erma Hurse, Senior Planner, 909-387-1864):

1. In meeting state mandated source reduction, recycling, and composting requirements, the environmental document should state specific types of solid waste anticipated to be generated for the proposed project and what programs are in place to help reduce, recycle or divert waste from being landfilled. 5-6

If you have any questions, please contact the individuals who provided the specific comment, as listed above.

Sincerely,



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

NAA:PE:nh/CEQAComment_Eastvale_MND_Sendero_2015-04-02-01.docx

DEPARTMENT OF TRANSPORTATION

DISTRICT 8

PLANNING (MS 722)

464 WEST 4th STREET, 6th Floor

SAN BERNARDINO, CA 92401-1400

PHONE (909) 383-4557

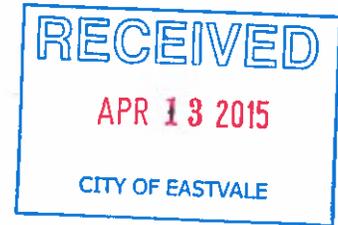
FAX (909) 383-5936

TTY (909) 383-6300

www.dot.ca.gov/dist8



*Serious drought
Help save water!*



April 7, 2015

Eric Norris
Planner Director
City of Eastvale
12363 Limonite Avenue
Eastvale, CA 91752

Sendero Planned Residential Development Planning Application #14-1398 (Riv 15 PM 48.22)

Mr. Norris,

We have completed our review for the above mentioned proposal for the development of 323 single-family detached homes on approximately 41 acres. The applicant is proposing a General Plan Amendment from Medium Density Residential at a density of 2.1 – 5 dwelling units per acre to Medium High Density at a density of 5.1 to 8 dwelling units per acre.

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

We recommend the following to be provided:

- Page #26: Please indicate PCE factors used for your calculations, or indicate consistency with HCM 2010 or County's TIA guidelines. | 6-1
- Page #73: Please indicate what Horizon Year (Post-2035) stands for. | 6-2
- Please include a copy of current County's TIA guidelines. | 6-3
- Please include ramp merge/diverge analysis at I-15 northbound and southbound direction at the Limonite Avenue Interchange to determine impacts of the development. | 6-4

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

Letter 6 Continued

Mr. Norris
April 7, 2015
Page 2

Sincerely,

A handwritten signature in black ink that reads "Mark Roberts". The signature is written in a cursive style with a long horizontal line extending from the end of the name.

MARK ROBERTS
Office Chief
Intergovernmental Review, Community and Regional Planning

Letter A

Re: Sendero Planned Development Project - Kanika Kith

Re: Sendero Planned Development Project

Eric Norris

Wed 3/11/2015 1:23 PM

To: Cultural <Cultural@pauma-nsn.gov>;

Cc: Dixon, Patti <pdixon@palomar.edu>; Jeremy Zagarella <jeremyzagarella@hotmail.com>; 'mteague@pmcworld.com' <mteague@pmcworld.com>; Kanika Kith <kkith@eastvaleca.gov>; Cathy Perring <cperring@eastvaleca.gov>;

Chris:

We will be happy to make this a formal condition of approval.

Thank you for your comments!

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave., Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 cell

[Facebook](#) | [Twitter](#)

Community ~ Pride ~ Prosperity

From: Cultural <Cultural@pauma-nsn.gov>

Sent: Wednesday, March 11, 2015 10:17 AM

To: Eric Norris

Cc: Dixon, Patti; Jeremy Zagarella

Subject: Sendero Planned Development Project

Mr. Norris,

The Pauma Band of Luiseno Indians has received your March 3 notice for the Sendero Planned Development Project. After reviewing the Initial Study/Mitigated Negative Declaration that was provided to us we have a concern. Will the developer be bringing on an archaeologist and a Native monitor for any pre geologic studies and during the mass grading for the project? We believe having monitors onsite will allow for a more rapid response time for any inadvertent discoveries. Your response will be greatly appreciated. Please contact us if there are any questions.

Thank you,

Chris Devers

Cultural Clerk

A-1

Letter A Continued

Re: Sendero Planned Development Project - Kanika Kith

Pauma Band of Luiseno Indians



Letter B

Jurupa Area Recreation and Park District

4810 Pedley Road • Jurupa Valley, CA 92509 • (951) 361-2090 • Fax (951) 361-2095
www.jarpd.org

March 23, 2015

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

RE: Project No. 14-1398

Please be advised that this project does not impact the Jurupa Area Recreation and Park District. This project is not within the boundaries of the Jurupa Area Recreation and Park District.

B-1

If you have any questions or comments, please feel free to contact me at 951-361-2090

Through:

DAN RODRIGUEZ, General Manager

BRENDA REYNOLDS, CFD Parks and Projects Manager

XC: JARPD Board of Directors
Dan Rodriguez, JARPD General Manager
Koppel & Gruber Public Finance
File

Board of Directors
Ronald Anderson • Stephen Anderson • Don Davies • Josie Gaytan • Ellen Porter

General Manager
Dan Rodriguez

Office Manager
Loretta Voges



RECEIVED
MAR 10 2015

Letter B Continued

City of Eastvale

12363 Limonite Avenue, Suite #910 • Eastvale, CA 91752
(951) 361-0900 • Fax: (951) 361-0888 • www.EastvaleCA.gov

TO: Reviewing Agencies and Other Interested Parties

FROM: Eric Norris, Planning Director

DATE: March 5, 2015

SUBJECT: **Sendero Planned Residential Development Project (Planning Application No. 14-1398)**

The City of Eastvale (City) is the lead agency for the preparation and review of an Initial Study for the Sendero Planned Residential Development Project, which is a residential development consisting of 323 single-family detached homes on approximately 41 acres. The site includes an existing Southern California Edison (SCE) easement with a multipurpose trail that is identified as 3.73 acres of open space. It should be noted that the 3.73 acres of open space is included in the total acreage of the project and is not an addition to it. The applicant is proposing a General Plan Amendment (GPA) from Medium Density Residential (MDR) at a density of 2.1 – 5 dwelling units per acre to Medium High Density Residential (MHDR) at a density of 5.1 to 8 dwelling units per acre, and a Change of Zone from One Family Dwellings (R-1) to Planned Residential Development (PRD). To facilitate this development, all of the existing buildings and structures will be removed.

At this time, the City is requesting comments on the Initial Study/MND for the proposed project. This notice is being sent to responsible agencies, trustee agencies, and other interested parties in accordance with state CEQA laws along with a copy of the Initial Study/MND on a CD. The public comment period for the Initial Study/MND will begin on **Thursday, March 5, 2015, and conclude on Monday, April 6, 2015.** Written comments can be provided to Eric Norris, Planning Director, City of Eastvale, 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. Comments can also be emailed to ENorris@EastvaleCA.gov.

Sincerely,

Eric Norris
Planning Director

Enclosure – Initial Study on CD

Letter B Continued

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

1. **Project Title** Sendero Planned Residential Development Project
2. **Lead Agency Name and Address** City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752
3. **Contact Person and Phone Number** Kanika Kith; (951) 361-0900, ext. 1301
4. **Project Location** 6051 and 6101 Harrison Avenue located on the northwest corner of Harrison Avenue and Limonite Avenue (APN 164-010-025)
5. **Project Sponsor Name and Address** SC Limonite, LLC
2201 Dupont Drive, Suite 300
Irvine, CA 92612
6. **General Plan Designation Existing** Medium Density Residential (MDR)
General Plan Designation Proposed Medium High Density Residential (MHDR)
7. **Zoning Existing** One-Family Dwellings (R-1)
Zoning Proposed Planned Residential Development (PRD)
8. **Description of Project** General Plan Amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) and Change of Zone from One Family Dwellings (R-1) to Planned Residential Development (PRD) to allow residential development at a density of 5.1 to 8.0 dwelling units per acre. In addition, the proposed project includes TTM 36775 to subdivide 41-acres into 323 parcels that would allow for single family detached homes. The subdivision would also create several lettered parcels adjacent to, and within the SCE easement that will be used as water quality basins and part of the overall open space. Additionally, the proposed project also includes a Master Development Plan which includes a 94 unit cluster 6-pack motor court; 146 unit cluster 8-pack motor court; and 83 units of front loaded single family homes. The Master Development Plan also includes 693 parking spaces (2.89 spaces/unit) for the 6-pack and 8-pack cluster motor court homes and 328 parking spaces (3.965 spaces/unit) for the front loaded residential homes. This will result in a total of 1,021 parking spaces.

Letter B Continued

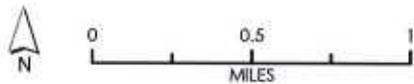
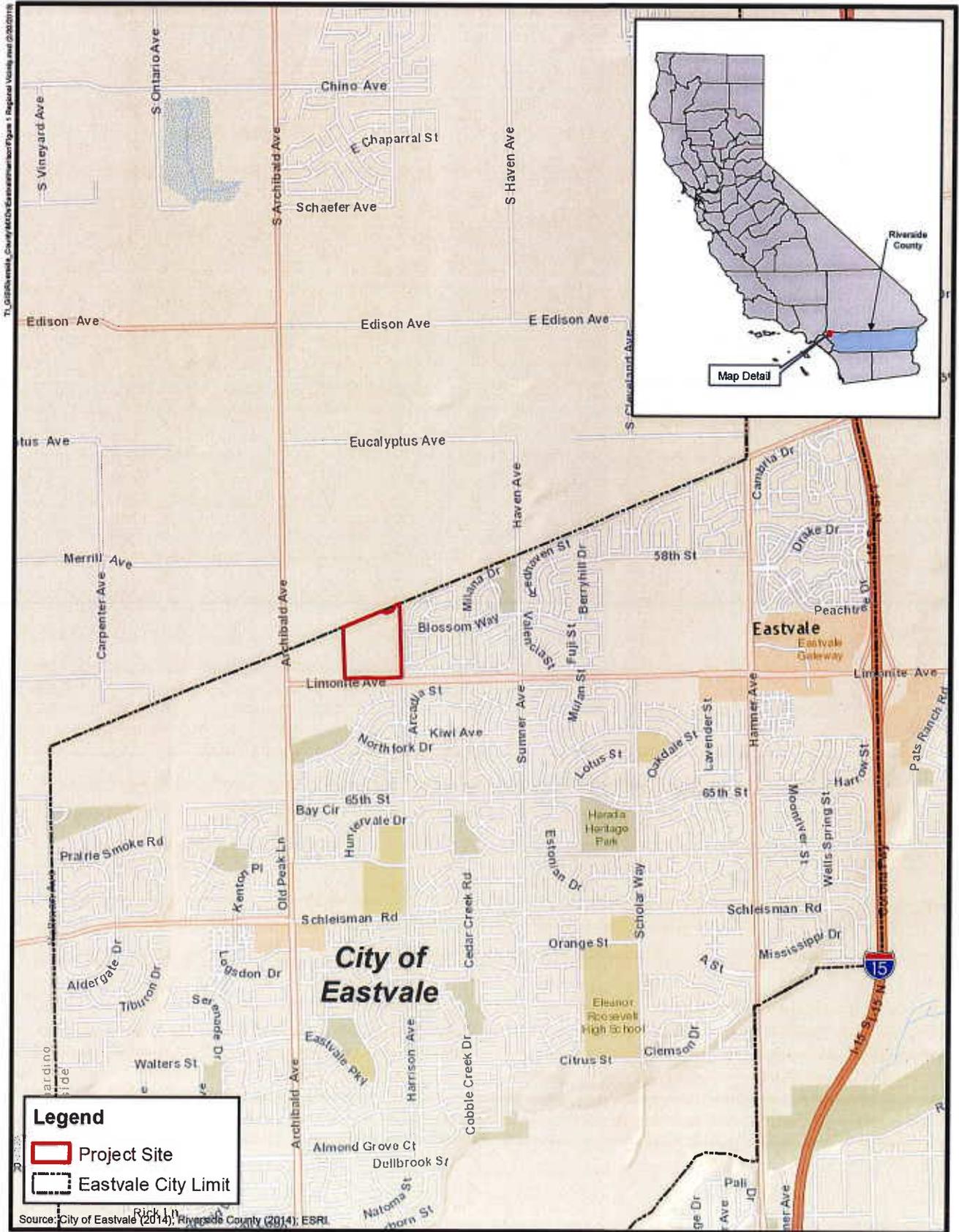


Figure 1
Regional Location

Letter C



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

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



April 01, 2015

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

Subject: Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
State Clearinghouse No. 2015031016

Dear Mr. Norris:

The Department of Fish and Wildlife (Department) appreciates the opportunity to comment on the Initial Study (IS) and Mitigated Negative Declaration (MND) for the Sendero Planned Residential Development Project (Project) [State Clearinghouse No. 2015031016]. The Department is responding to the IS and MND as a Trustee Agency for fish and wildlife resources (California Fish and Game Code Sections 711.7 and 1802, and the California Environmental Quality Act [CEQA] Guidelines Section 15386), and as a Responsible Agency regarding any discretionary actions (CEQA Guidelines Section 15381), such as the issuance of a Lake or Streambed Alteration Agreement (California Fish and Game Code Sections 1600 *et seq.*) and/or a California Endangered Species Act (CESA) Permit for Incidental Take of Endangered, Threatened, and/or Candidate species (California Fish and Game Code Sections 2080 and 2080.1).

Project Description

The Project is located at 6051 and 6101 Harrison Avenue, Eastvale, in western Riverside County, California; Assessor's Parcel Number (APN) 164-010-025. The site totals approximately 41 acres.

The Project would involve the construction of two residential developments on opposite sides of an existing 255-foot wide Southern California Edison easement. The applicant proposes a subdivision to allow for 323 single-family detached homes on approximately 41 acres. The proposed project would also include a General Plan Amendment. The land use designation of the proposed project site would be changed from Medium Density Residential to Medium High Density Residential. In addition, the proposed project would change the zoning for the project site. The current zoning, R-1 (One Family Dwellings), would be changed to PRD (Planned Residential Development).

Letter C Continued

Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
SCH No. 2015031016
Page 2 of 4

Biological Resources and Impacts

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

1. Regarding Mitigation Measure BIO-1, the IS states that for the purposes of the MND, the breeding bird season includes "...January 15 through August 31". Because not all species adhere to these nesting dates, the Department encourages the Lead Agency to complete nesting bird surveys regardless of time of year to ensure compliance with all applicable laws related to nesting birds and birds of prey. Please note that nesting bird surveys should be carried out over the entire project site, not just areas with trees and shrubs, as some species nest directly on the ground. The Department recommends that the City revise Mitigation Measure BIO-1, and require an avian breeding survey, regardless of time of year, to ensure that the project complies with all federal, state, and local laws.

C-1

Please note that it is the Project proponent's responsibility to comply with all applicable laws related to nesting birds and birds of prey. Migratory non-game native bird species are protected by international treaty under the MBTA, as amended (16 U.S.C. 703 *et seq.*). In addition, sections 3503, 3503.5, and 3513 of the FGC stipulate the following: Section 3503 states that it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird, except as otherwise provided by FGC or any regulation made pursuant thereto; Section 3503.5 states that it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds-of-prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by FGC or any regulation adopted pursuant thereto; and Section 3513 states that it is unlawful to take or possess any migratory nongame bird as designated in the MBTA or any part of such migratory nongame bird except as provided by rules and regulations adopted by the Secretary of the Interior under provisions of the MBTA.

C-2

2. Photograph 4 in the Biological Technical Report depicts an evaporation pond onsite. Please clarify the nature of this and any other onsite ponds, the type of vegetation present, if any, and whether it possesses attributes of a wetland.

C-3

3. The Biological Technical Report is incorrect in its assertion that, for the purpose of Section 1602, "CDFW defines a "stream" (including creeks and rivers) as "a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation."

C-4

Letter C Continued

Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
SCH No. 2015031016
Page 3 of 4

The Department has observed that several biological consulting companies in the area are incorrectly referencing California Code of Regulations (CCR) Title 14, section 1.72 in reference to the Department's jurisdiction under section 1600 *et seq.* of the Fish and Game Code. Please note that CCR Title 14, section 1.72 does not pertain to the Department's jurisdiction as embodied in California Fish and Game Code (FGC) section 1600 *et seq.*, and is not the definition of a stream used by the Department. The section 1.72 definition was developed to address a specific sport fish issue that came before the Fish and Game Commission, and although the definition does speak to periodic and intermittent flow, section 1.72 is limited to fish-bearing or aquatic life-bearing streams.

Rather than limiting Department jurisdiction to fish-bearing streams alone, FGC Chapter 6, Fish and Wildlife Protection and Conservation, Section 1600 *et seq.* was enacted to provide for the conservation of fish and wildlife resources associated with stream ecosystems. The FGC further defines fish and wildlife to include: all wild animals, birds, plants, fish, amphibians, invertebrates, reptiles, and related ecological communities, including the habitat upon which they depend for continued viability (FGC Division 5, Chapter 1, section 45, and Division 2, Chapter 1, section 711.2(a), respectively). Fish means wild fish, mollusks, crustaceans, invertebrates, or amphibians, including any part, spawn or ova thereof (FGC, Division 5, Chapter 1, section 45).

For the purposes of implementing sections 1601 and 1603 of the FGC, California Code of Regulations Title 14, section 720 requires submission to the Department of general plans sufficient to indicate the nature of a project for construction by or on behalf of any person, government agency, state or local, and any public utility, of any project which will divert, obstruct or change the natural flow or bed of any river, stream or lake designated by the Department, or will use material from the streambeds designated by the Department, all rivers, streams, lakes, and streambeds in the State of California, including all rivers, streams and streambeds which may have intermittent flows of water, are hereby designated for such purpose.

Division 2, Chapter 5, Article 6, Section 1600 *et seq.* of the California Fish and Game Code does not limit jurisdiction to areas defined by specific flow events, seasonal changes in water flow, or presence or absence of specific vegetation types or communities. By long practice, the Department defines a stream as "a body of water that flows perennially or episodically and that is defined by the area in which water currently flows, or has flowed, over a given course during the historic hydrologic regime, and where the width of its course can reasonably be identified by physical or biological indicators." The "*historic hydrologic regime*" is defined in practice by the Department as circa 1800 to the present. Thus, a channel is not defined by a specific flow event, nor by the path of surface water as this path might vary seasonally. Rather, it is the Department's practice to define the channel based on the topography or elevations of land that confine the

C-4
cont.

Letter C Continued

Initial Study and Mitigated Negative Declaration
Sendero Planned Residential Development Project
SCH No. 2015031016
Page 4 of 4

water to a definite course when the waters of a creek rise to their highest point. To define jurisdictional boundaries otherwise would result in a morass of jurisdictional boundaries that differed from stream to stream, changed with variations in channel morphology along the same stream, or that shifted seasonally on any given stream along with seasonal changes in flow.

The Department's website has additional information regarding dryland streams in "A review of Stream Processes and Forms in Dryland Watersheds" at this location: <http://www.dfg.ca.gov/habcon/1600/1600resources.html>.

Additional information can also be found in "Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants, With the MESA Field Guide - Final Project Report" (MESA Guide) available here: <http://www.energy.ca.gov/2014publications/CEC-500-2014-013/index.html> Please review page 9 of the MESA Guide. Please also refer to page E-14, which includes the definition of stream used by the Department's Lake and Streambed Alteration Program.

Please note that when reviewing a project area and/or reviewing Notifications of Lake or Streambed Alteration the Department relies on California Code of Regulations Title 14, section 720; section 1600 *et seq.* of the Fish and Game Code; and the Department's accepted definition of a stream.

The Department appreciates the opportunity to comment on the Initial Study and proposed Mitigated Negative Declaration for the Sendero Planned Residential Development Project (SCH No. 2015031016), and requests that the City address the Department's comments and concerns prior to adoption of the MND. If you should have any questions pertaining to these comments, please contact Gabriele Quillman at (909) 980-3818 or at gabriele.quillman@wildlife.ca.gov.

Sincerely,

(For) 
Leslie MacNair
Acting Regional Manager

cc: State Clearinghouse, Sacramento

**C-4
cont.**

Letter D

Re: Sendero Planned Residential Development Project (Planning... - Kanika...

Re: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Eric Norris

Fri 4/3/2015 11:34 AM

To:Guerin, John <JGUERIN@rctlma.org>;

Cc:Cooper, Ed <ECOOPER@rctlma.org>; Santos, Barbara <BASANTOS@rctlma.org>; russellb@migcom.com <russellb@migcom.com>; Kanika Kith <kkith@eastvaleca.gov>;

Yes, we will send a letter. I will have the City's project manager draft a letter for you.

Eric Norris

Planning Director

City of Eastvale

12363 Limonite Ave, Suite 910

Eastvale, CA 91752

www.EastvaleCA.gov

951.361.0900 office

530.574.4875 mobile

Community ~ Pride ~ Prosperity

From: <Guerin>, John Guerin

Date: Friday, April 3, 2015 at 10:20 AM

To: "enorris@eastvaleca.gov"

Cc: "Cooper, Ed", "Santos, Barbara", "russellb@migcom.com"

Subject: Sendero Planned Residential Development Project (Planning Application No. 14-1398)

Thank you for providing the Riverside County Airport Land Use Commission (ALUC) with a CD copy of the Initial Study/Mitigated Negative Declaration (received March 12, 2015) for this project. The General Plan Amendment (GPA), Change of Zone (CZ), and Tentative Tract Map were reviewed by ALUC as our Case Number ZAP1019CH14 and found consistent.

While the GPA and CZ remain unchanged since the time of ALUC's determination, the design of the Tract Map has been modified, as the version that was reviewed at ALUC's public hearing provided for 319 dwelling units, while the application now proposes 323 dwelling units. It does not appear that there would be a need to modify ALUC's conditions, but this is a change from the project description as noticed to the surrounding property owners prior to ALUC's public hearing and as considered by the Commission.

D-1

Would the City be willing to send ALUC a letter verifying that the only change in the Tract Map is the number of lots and that no change is being proposed to the portions of the project qualifying as open area pursuant to the Conceptual Site Plan exhibit dated September 22, 2014? If this is the situation, we can simply include a copy of the letter in our case file and not require an additional ALUC hearing.

D-2

Letter E



Adriana Mendoza-Ramos
Local Public Affairs
1351 East Francis Street
Ontario, CA 91761

April 6, 2015

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

RE: IS/MND for Sendero Planned Residential Development Project

Dear Mr. Norris:

Southern California Edison (SCE) appreciates the opportunity to review and provide comments on the Initial Study/Mitigated Negative Declaration (IS/MND) for the Sendero Planned Residential Development Project. It is SCE's understanding that the Sendero proposed project is a residential development consisting of 323 single-family detached homes on approximately 41 acres. The site includes an existing SCE easement with a multipurpose trail that is identified as 3.73 acres of open space. Construction is expected to commence in September 2015 and last through November 2018.

SCE's Electrical Facilities

SCE is the electric service provider for the City of Eastvale and maintains electrical transmission and distribution facilities, as well as substations and supporting appurtenances in the City. Within the Sendero Planned Residential Development project site, SCE has an existing easement that contains 500, 220, and 66 kilovolt (kV) transmission lines (see the modified Figure 3 below from the IS/MND). In addition, within the Sendero Planned Residential Development project site, SCE is proposing the Circle City Substation and Mira Loma-Jefferson Subtransmission Line Project and one of SCE's project components, among other things, includes the removal of the existing single-circuit 66 kV subtransmission line and construction of a new double-circuit 66 kV subtransmission line.

E-1

Potential Impacts to SCE's Existing Easement

The proposed Sendero Planned Residential Development Project has the potential to impact SCE's easement and transmission lines. Page 5 of the IS/MND mentions that the proposed project includes a multipurpose trail within SCE's easement and states that "the trails are illustrated on Figure 3." However, no trails are shown in the figure. Any parkways or pathways (either by foot, bicycles, or other means) that invite the public onto SCE's easement will require the installation of Anti-Climbing Devices on each transmission line tower at the customer's expense. Pages 5 and 26 of the IS/MND mention the use of SCE's easement as a water quality basin; a water quality basin is **not** a compatible use within SCE's easement. Page 77 of the IS/MND discusses landscaping parallel and adjacent to SCE's easement. The Transportation/Traffic Section of the IS/MND (Page 93) describes circulation improvements, including development of the project frontage along Limonite Avenue and construction of "D" and "B" Streets. However, the overall project descriptions, which are located on Pages 4-5 and Page 26 of the IS/MND, make no mention the circulation improvements. Also, widening of Limonite Avenue will require relocation of SCE's existing 66 kV power pole (see attached figure) and distribution line along the north side of Limonite Avenue. For consistency purposes, SCE recommends that the IS/MND include the circulation improvements and relocation of power poles to the overall project description.

E-2

Safety Concerns

SCE must comply with the California Public Utilities Commission's (CPUC) General Order (GO) 95¹, which establishes rules and regulations for the overhead line design, construction, and maintenance which will ensure adequate service and secure safety to persons engaged in the construction, maintenance, operation or use of overhead lines and to the public in general. GO 95 also includes minimum vertical clearance requirements from thoroughfares, ground, and railroads, as well as specific minimum clearances from tree branches and vegetation around overhead wires. SCE is concerned that the Sendero Planned Residential

E-3

¹ <http://docs.cpuc.ca.gov/PublishedDocs/Published/G000/M146/K646/146646565.pdf>

Letter E Continued

April 6, 2015

Sendero Planned Residential Development (IS/MND)

Page 2 of 3

Development Project circulation improvements and landscaping plans may conflict with SCE's existing and proposed transmission line designs.

**E-3
cont.**

Regulatory Requirements

The modification or relocation of electrical facilities that operate above 50 kV may be subject to CPUC's GO 131-D². As a state agency, the CPUC is also required to comply with the requirements of the California Environmental Quality Act (CEQA). If the proposed project requires modification or relocation of a subtransmission line, it should be addressed in this IS/MND.

E-4

Coordination Between the City of Eastvale, Developer, and SCE

The Sendero Planned Residential Development may have coinciding construction periods with SCE's Circle City Substation and Mira Loma-Jefferson Subtransmission Line Project. To minimize potential cumulative construction impacts and ensure compliance with both projects' mitigation measures, SCE requests coordination between the City, developer, and SCE regarding timing and use of staging areas within and adjacent to SCE's easement.

E-5

SCE requests that the project developer submit five (5) sets of the Sendero Planned Residential Development Project plans depicting SCE's facilities and associated land rights to the location below. The proposed development should not impose constraints on SCE's ability to access, maintain, and/or operate its current and future facilities. Any proposed use of SCE's easement (including multipurpose trails, landscaping, and roads) will be reviewed on a case-by-case basis by SCE. Approvals or denials will be in writing based upon review of the maps provided by the developer and compatibility with SCE right-of-way constraints and rights.

E-6

Real Properties Department
Southern California Edison Company
2131 Walnut Grove Avenue, G.O.3 – Second Floor
Rosemead, CA 91770

If you have any questions regarding this letter, please do not hesitate to contact me at Adriana.Mendoza@sce.com or (909) 930-8495.

Regards,

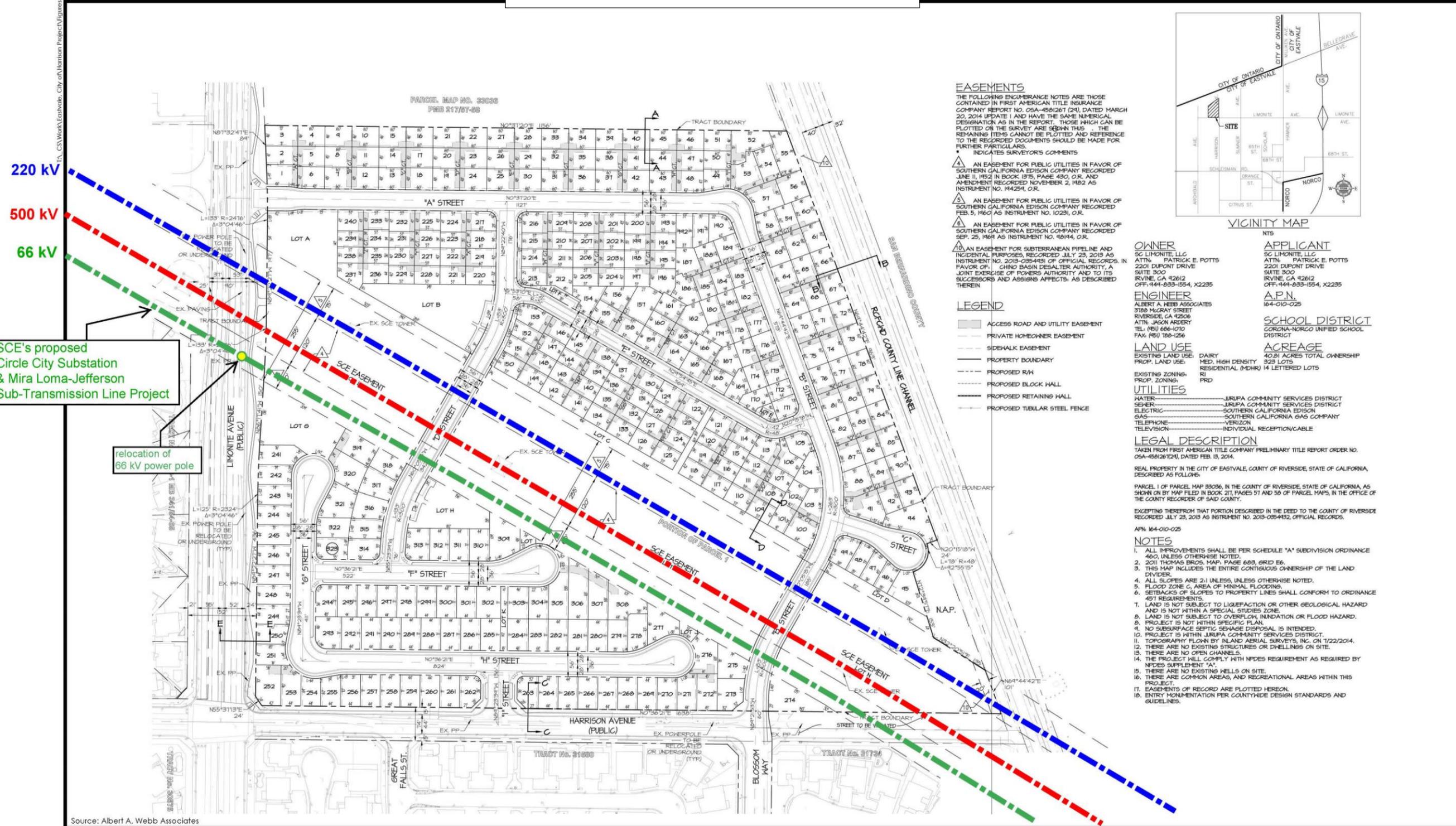


Adriana Mendoza-Ramos, Esq.
Local Public Affairs Region Manager
Southern California Edison Company

² <http://docs.cpuc.ca.gov/PUBLISHED/Graphics/589.PDF>

Letter E Continued

Modified to illustrate SCE's facilities



EASEMENTS
 THE FOLLOWING ENGINEERING NOTES ARE THOSE CONTAINED IN FIRST AMERICAN TITLE INSURANCE COMPANY REPORT NO. 05A-4581267 (24), DATED MARCH 20, 2014 UPDATE 1 AND HAVE THE SAME NUMERICAL DESIGNATION AS IN THE REPORT. THOSE WHICH CAN BE PLOTTED ON THE SURVEY ARE SHOWN THIS WAY. THE REMAINING ITEMS CANNOT BE PLOTTED AND REFERENCE TO THE RECORDED DOCUMENTS SHOULD BE MADE FOR FURTHER PARTICULARS.
 * INDICATES SURVEYOR'S COMMENTS
 △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JUNE 11, 1952 IN BOOK 1575, PAGE 480, O.R. AND AMENDMENT RECORDED NOVEMBER 2, 1992 AS INSTRUMENT NO. 194254, O.R.
 △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED FEB. 5, 1960 AS INSTRUMENT NO. 10291, O.R.
 △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED SEP. 29, 1964 AS INSTRUMENT NO. 38944, O.R.
 △ AN EASEMENT FOR SUBTERRANEAN PIPELINE AND INCIDENTAL PURPOSES RECORDED JULY 29, 2015 AS INSTRUMENT NO. 2015-0354491 OF OFFICIAL RECORDS, IN FAVOR OF CHINO BASIN DESALTER AUTHORITY, A JOINT EXERCISE OF POWERS AUTHORITY AND TO ITS SUCCESSORS AND ASSIGNS AFFECTS, AS DESCRIBED THEREIN.

LEGEND
 [Symbol] ACCESS ROAD AND UTILITY EASEMENT
 [Symbol] PRIVATE HOMEOWNER EASEMENT
 [Symbol] SIDEWALK EASEMENT
 [Symbol] PROPERTY BOUNDARY
 [Symbol] PROPOSED R/W
 [Symbol] PROPOSED BLOCK WALL
 [Symbol] PROPOSED RETAINING WALL
 [Symbol] PROPOSED TUBULAR STEEL FENCE



OWNER
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1554, X2235

APPLICANT
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1554, X2235

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3188 MCGRAY STREET
 RIVERSIDE, CA 92506
 ATTN: JASON ARDERY
 TEL: (951) 686-1070
 FAX: (951) 788-1256

LAND USE
 EXISTING LAND USE: DAIRY
 PROP. LAND USE: MED. HIGH DENSITY RESIDENTIAL (MDHR) 1/4 LETTERED LOTS

UTILITIES
 WATER: JURUPA COMMUNITY SERVICES DISTRICT
 SEWER: JURUPA COMMUNITY SERVICES DISTRICT
 ELECTRIC: SOUTHERN CALIFORNIA EDISON
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 TELEPHONE: VERIZON
 TELEVISION: INDIVIDUAL RECEPTION/CABLE

LEGAL DESCRIPTION
 TAKEN FROM FIRST AMERICAN TITLE COMPANY PRELIMINARY TITLE REPORT ORDER NO. 05A-4581267(24), DATED FEB. 13, 2014.

REAL PROPERTY IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:
 PARCEL 1 OF PARCEL MAP 33036, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA AS SHOWN ON MAP FILED IN BOOK 21, PAGES 57 AND 58 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY REGORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE RECORDED JULY 23, 2015 AS INSTRUMENT NO. 2015-0354492, OFFICIAL RECORDS.

APN: 164-010-025

- NOTES**
- ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
 - 2011 THOMAS BROS. MAP, PAGE 603, GRID E6.
 - THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 - ALL SLOPES ARE 2:1 UNLESS OTHERWISE NOTED.
 - FLOOD ZONE C, AREA OF MINIMAL FLOODING.
 - SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
 - LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD AND IS NOT WITHIN A SPECIAL STUDIES ZONE.
 - LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.
 - PROJECT IS NOT WITHIN SPECIFIC PLAN.
 - NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
 - PROJECT IS WITHIN JURUPA COMMUNITY SERVICES DISTRICT.
 - TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 1/22/2014.
 - THERE ARE NO EXISTING STRUCTURES OR DWELLINGS ON SITE.
 - THERE ARE NO OPEN CHANNELS.
 - THE PROJECT WILL COMPLY WITH NPDES REQUIREMENT AS REQUIRED BY NPDES SUPPLEMENT "A".
 - THERE ARE NO EXISTING WELLS ON SITE.
 - THERE ARE COMMON AREAS, AND RECREATIONAL AREAS WITHIN THIS PROJECT.
 - EASEMENTS OF RECORD ARE PLOTTED HEREON.
 - ENTRY MONUMENTATION PER COUNTYWIDE DESIGN STANDARDS AND GUIDELINES.

Source: Albert A. Webb Associates



Figure 3
 Proposed Subdivision TTM 36775



Letter F

Fwd: RE: Re: Sendero Planned Residential Development Project - Kanika ...

Sorry for the delay. Is this the information you needed for the Sendero project?

--Eric Norris
Planning Director
City of Eastvale
12363 Limonite Ave, Suite 910
Eastvale, CA 91752
www.EastvaleCA.gov
[530-574-4875](tel:530-574-4875) Anytime
enorris@EastvaleCA.gov

From: <Meraz>, "Meridith@DOC"
Date: Wednesday, April 8, 2015 at 12:09 PM
To: " enorris@eastvaleca.gov"
Subject: Sendero Planned Residential Development Project

Dear Mr. Norris,

In review of the Mitigated Negative Declaration for the above mentioned project, the CD you sent does not have Appendix 11 (Cancellation documents) attached, as was noted in the initial study. Could you please send a copy of Appendix 11 at your earliest convenience.

F-1

Thank you,

Meri A. Meraz
Associate Environmental Planner
California Department of Conservation
Division of Land Resource Protection
801 K Street, MS 18-01
Sacramento, CA 95814
Phone [\(916\) 445-9411](tel:(916)445-9411)
Fax [\(916\) 327-3430](tel:(916)327-3430)

Letter F Continued

Fwd: RE: Re: Sendero Planned Residential Development Project - Kanika ...

Fwd: RE: Re: Sendero Planned Residential Development Project

Eric Norris

Thu 4/16/2015 1:41 PM

To: Kanika Kith <kkith@eastvaleca.gov>; Mark Teague <MTeague@PMCWorld.com>;

Cc: Jeanie Irene Aguilo <jaguilo@eastvaleca.gov>;

FYI

--Eric Norris
Planning Director
City of Eastvale
12363 Limonite Ave, Suite 910
Eastvale, CA 91752
www.EastvaleCA.gov
530-574-4875 Anytime
enorris@EastvaleCA.gov

From: Meraz, Meridith@DOC <meridith.meraz@conservation.ca.gov>
Sent: Thursday, April 16, 2015 1:39 PM
Subject: RE: Re: Sendero Planned Residential Development Project
To: Eric Norris <enorris@eastvaleca.gov>

Yes, that is what I needed. I previously reviewed the Mitigated Negative Declaration, and just finished my review of the documents you sent. The Department has no further comments on the project.

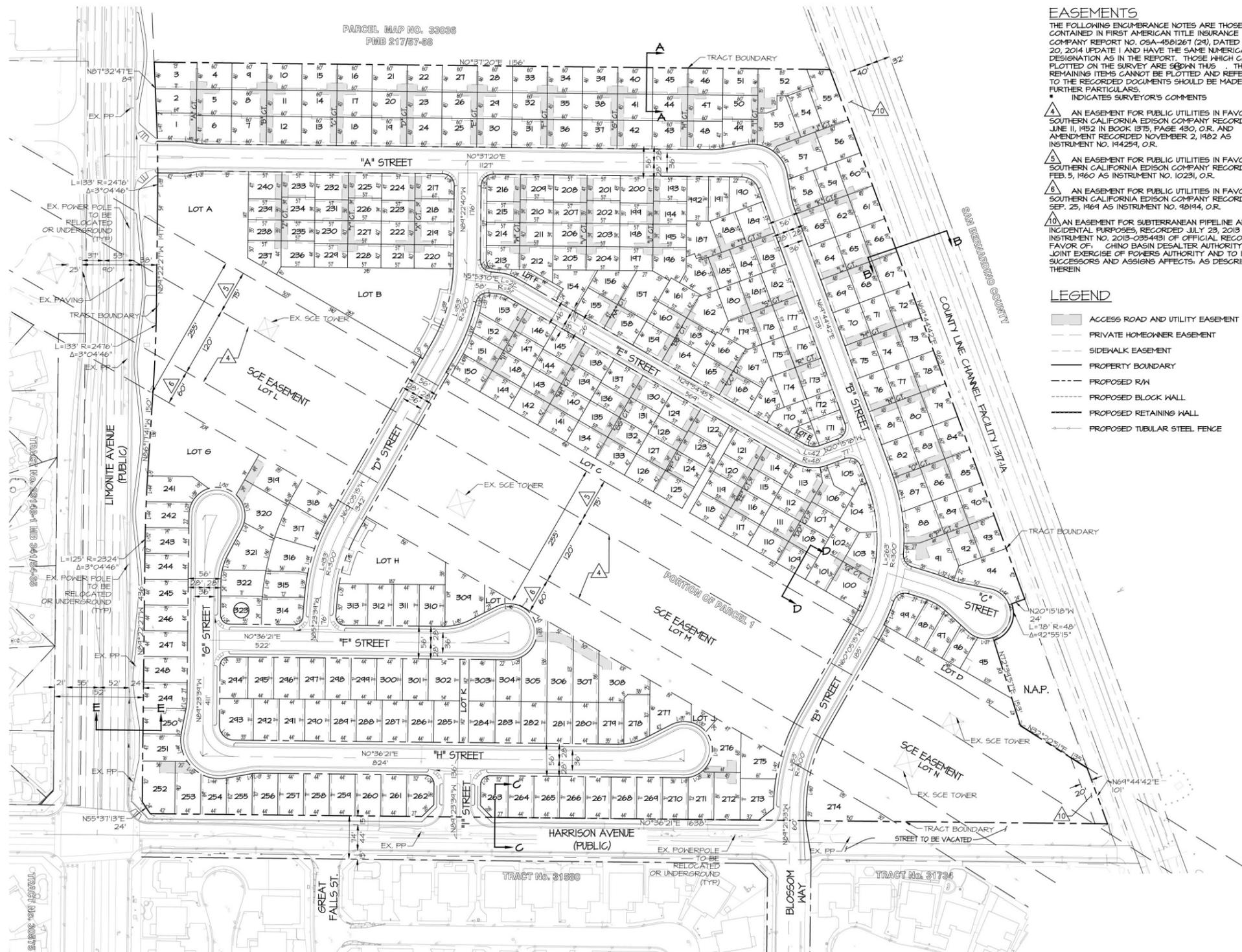
Thank you,

Meri A. Meraz
Associate Environmental Planner
Division of Land Resource Protection
Department of Conservation
[\(916\) 445-9411](tel:(916)445-9411)

From: Eric Norris [<mailto:Enorris@eastvaleca.gov>]
Sent: Thursday, April 16, 2015 1:13 PM
To: Meraz, Meridith@DOC
Cc: Kanika Kith
Subject: Fwd: Re: Sendero Planned Residential Development Project

Ms. Meraz:

ATTACHMENT B: FIGURES



EASEMENTS

THE FOLLOWING ENCUMBRANCE NOTES ARE THOSE CONTAINED IN FIRST AMERICAN TITLE INSURANCE COMPANY REPORT NO. OSA-4581261 (24), DATED MARCH 20, 2014 (UPDATE 1) AND HAVE THE SAME NUMERICAL DESIGNATION AS IN THE REPORT. THOSE WHICH CAN BE PLOTTED ON THE SURVEY ARE SHOWN THIS. THE REMAINING ITEMS CANNOT BE PLOTTED AND REFERENCE TO THE RECORDED DOCUMENTS SHOULD BE MADE FOR FURTHER PARTICULARS.

- ▲ INDICATES SURVEYOR'S COMMENTS
- △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JUNE 11, 1952 IN BOOK 1575, PAGE 430, O.R. AND AMENDMENT RECORDED NOVEMBER 2, 1982 AS INSTRUMENT NO. 144254, O.R.
- △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED FEB. 5, 1960 AS INSTRUMENT NO. 10231, O.R.
- △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED SEP. 25, 1964 AS INSTRUMENT NO. 98144, O.R.
- △ AN EASEMENT FOR SUBTERRANEAN PIPELINE AND INCIDENTAL PURPOSES, RECORDED JULY 23, 2013 AS INSTRUMENT NO. 2013-028481 OF OFFICIAL RECORDS, IN FAVOR OF CHINO BASIN DESALTER AUTHORITY, A JOINT EXERCISE OF POWERS AUTHORITY AND TO ITS SUCCESSORS AND ASSIGNS AFFECTS, AS DESCRIBED THEREIN

LEGEND

- ACCESS ROAD AND UTILITY EASEMENT
- PRIVATE HOMEOWNER EASEMENT
- SIDEWALK EASEMENT
- PROPERTY BOUNDARY
- PROPOSED R/W
- PROPOSED BLOCK WALL
- PROPOSED RETAINING WALL
- PROPOSED TUBULAR STEEL FENCE



VICINITY MAP

OWNER
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1554, X2235

APPLICANT
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1554, X2235

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3188 MCGRAY STREET
 RIVERSIDE, CA 92506
 ATTN: JASON ARDERY
 TEL: (951) 686-1070
 FAX: (951) 788-1256

LAND USE
 EXISTING LAND USE: DAIRY
 PROP. LAND USE: MED. HIGH DENSITY
 RESIDENTIAL (MDHR) 14 LETTERED LOTS

UTILITIES
 WATER: JURIPA COMMUNITY SERVICES DISTRICT
 SEWER: JURIPA COMMUNITY SERVICES DISTRICT
 ELECTRIC: SOUTHERN CALIFORNIA EDISON
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 TELEPHONE: VERIZON
 TELEVISION: INDIVIDUAL RECEPTION/CABLE

SCHOOL DISTRICT
 CORONA-NORCO UNIFIED SCHOOL DISTRICT

ACREAGE
 40.81 ACRES TOTAL OWNERSHIP
 323 LOTS

LEGAL DESCRIPTION

TAKEN FROM FIRST AMERICAN TITLE COMPANY PRELIMINARY TITLE REPORT ORDER NO. OSA-4581261(24), DATED FEB. 13, 2014.

REAL PROPERTY IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE RECORDED JULY 23, 2013 AS INSTRUMENT NO. 2013-028482, OFFICIAL RECORDS.

APN: 164-010-025

- NOTES**
1. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
 2. 2011 THOMAS BROS. MAP, PAGE 683, GRID E6.
 3. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 4. ALL SLOPES ARE 2:1 UNLESS, UNLESS OTHERWISE NOTED.
 5. FLOOD ZONE C, AREA OF MINIMAL FLOODING.
 6. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
 7. LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD AND IS NOT WITHIN A SPECIAL STUDIES ZONE.
 8. LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.
 9. PROJECT IS NOT WITHIN SPECIFIC PLAN.
 10. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
 11. PROJECT IS WITHIN JURIPA COMMUNITY SERVICES DISTRICT.
 12. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 7/22/2014.
 13. THERE ARE NO EXISTING STRUCTURES OR DWELLINGS ON SITE.
 14. THERE ARE NO OPEN CHANNELS.
 15. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENT AS REQUIRED BY NPDES SUPPLEMENT "A".
 16. THERE ARE NO EXISTING WELLS ON SITE.
 17. THERE ARE COMMON AREAS, AND RECREATIONAL AREAS WITHIN THIS PROJECT.
 18. EASEMENTS OF RECORD ARE PLOTTED HEREON.
 19. ENTRY MONUMENTATION PER COUNTYWIDE DESIGN STANDARDS AND GUIDELINES.

Source: Albert A. Webb Associates

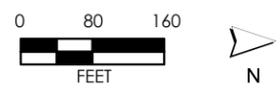
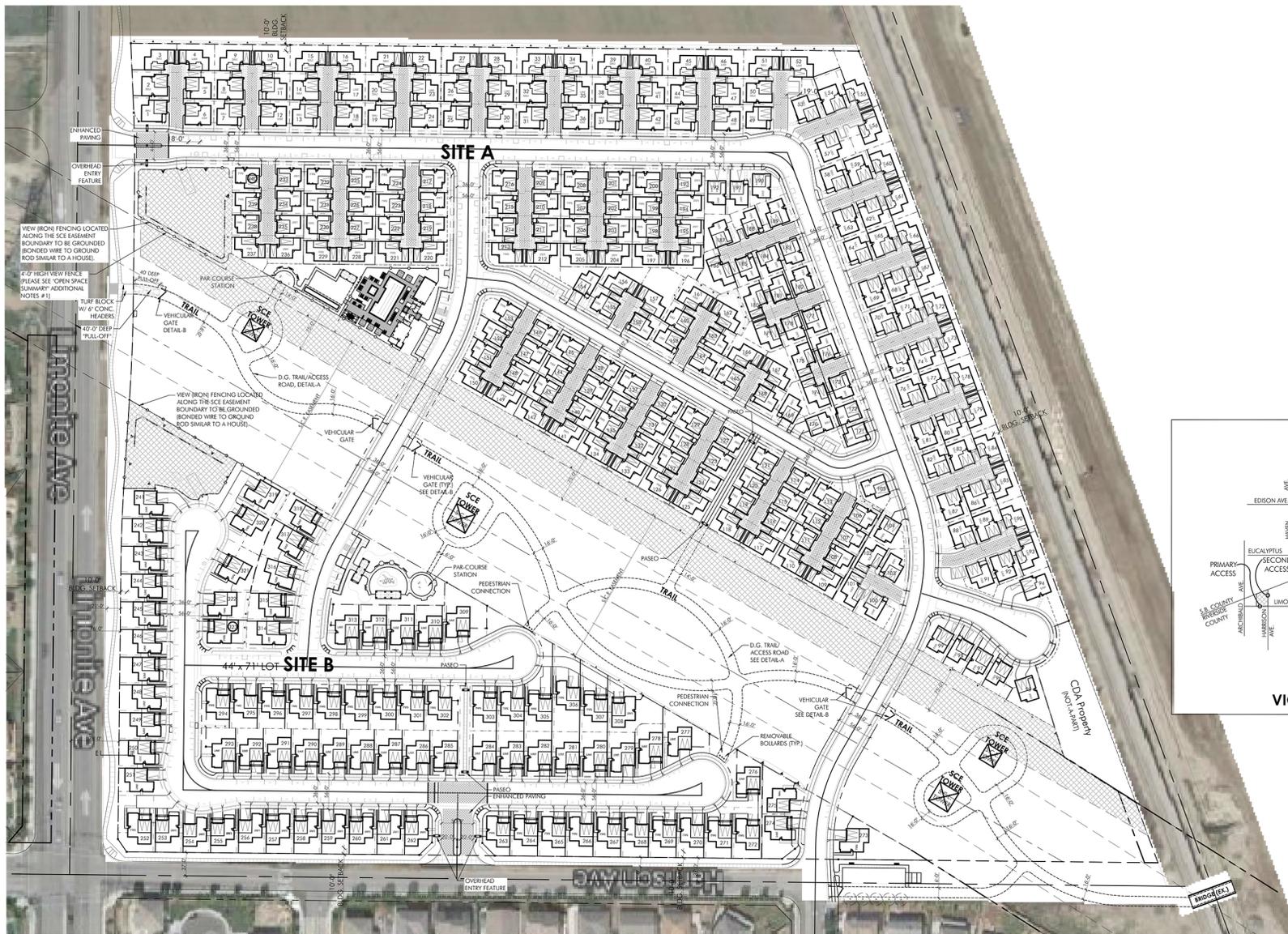


Figure 3
 Proposed Subdivision TTM 36775





Source: Urban Arena

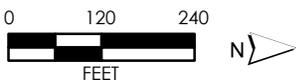
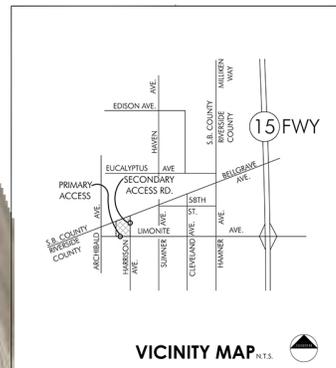


Figure 3a
Trail Network, SCE Right of Way, and SCE Towers

ATTACHMENT 7

**INITIAL STUDY/MITIGATED NEGATIVE
DECLARATION**

INITIAL STUDY FOR A
MITIGATED NEGATIVE DECLARATION FOR
**Sendero Planned Residential
Development Project**
(PROJECT 14-1398)

Lead Agency:

CITY OF EASTVALE
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752

March 2015

TABLE OF CONTENTS

I. INTRODUCTION AND PROJECT DESCRIPTION.....	4
Purpose and Project Overview	4
Project Location.....	4
Project Description	4
General Plan Amendment	5
Change of Zone.....	5
II. ENVIRONMENTAL SETTING.....	25
Regulatory Setting	25
Physical Setting.....	25
III. ENVIRONMENTAL CHECKLIST FORM	26
Project Information	26
Environmental Factors Potentially Affected	28
Determination	29
IV. ENVIRONMENTAL ANALYSIS.....	30
1. Aesthetics	30
2. Agriculture and Forestry Resources	32
3. Air Quality.....	34
4. Biological Resources	45
5. Cultural Resources.....	49
6. Geology and Soils	55
7. Greenhouse Gas Emissions	62
8. Hazards and Hazardous Materials.....	66
9. Hydrology and Water Quality.....	71
10. Land Use and Planning	77
11. Mineral Resources.....	79
12. Noise.....	80
13. Population and Housing	86
14. Public Services	89
15. Recreation	91
16. Transportation/Traffic.....	92
17. Utilities and Service Systems.....	107
18. Mandatory Findings of Significance	111
V. REFERENCES	113

FIGURES

Figure 1	Regional Location	7
Figure 2	Project Location	9
Figure 3	Proposed Subdivision TTM36775	11
Figure 4	Existing General Plan Land Use Designation	13
Figure 5	Proposed General Plan Land Use Designation	15
Figure 6	Existing Zone District	17
Figure 7	Proposed Zone District	19
Figure 8	Surrounding Aerial View	21
Figure 9	Surrounding Land Use Designation	23

TABLES

Table 3-1	Construction Duration	36
Table 3-2	Construction Equipment Assumptions	37
Table 3-3	Maximum Short-Term Construction Emissions (Pounds Per Day)	38
Table 3-4	Maximum Daily Disturbed Acreage	40
Table 3-5	Construction Local Significance Threshold (Lst) Impacts (Pounds Per Day)	40
Table 3-6	Long-Term Unmitigated Operational Emissions (Pounds Per Day)	41
Table 3-7	Operational Local Significance Threshold (Lst) Impacts (Pounds Per Day)	42
Table 7-1	Total Project Greenhouse Gas Emissions (Annual) (Metric Tons Per Year)	63
Table 9-1	Receiving Waters For Urban Runoff From Proposed Project – Santa Ana River Watershed	73
Table 16-1	Roadway Segment Analysis Locations	94
Table 16-2	Existing Intersection Level Of Service	94
Table 16-3	Roadway Segment Analysis Existing Plus Project	95
Table 16-4	Intersection Analysis Existing Plus Project	96
Table 16-5	Roadway Segment Analysis 2018 With And Without Project	97
Table 16-6	Cumulative 2018 Intersection Analysis With And Without The Project	98
Table 16-7	Roadway Analysis Horizon (Post-2035) With And Without Project	99
Table 16-8	Cumulative 2035 Intersection Analysis Without Intersection Improvements	100
Table 16-9	Cumulative 2035 Intersection Analysis With Intersection Improvements	101
Table 16-10	Intersection Improvements With Proportionate Share And Funding Source	102

APPENDICES

The appendices referenced in this Initial Study are included on the enclosed CD-ROM and are available at Eastvale City Hall located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752, Monday through Thursday, 7:30 a.m. to 5:30 p.m.

- **Project Development Plans**
- Air Quality Impact Analysis (September 2014; prepared by Urban Crossroads), attached as **Appendix 1**
- Biological Technical Report (July 2014; prepared by Glenn Lukos Associates, Inc.), attached as **Appendix 2a**
- Biological Overview (June 24, 2014; prepared by Glenn Lukos Associates, Inc.), attached as **Appendix 2b**
- Historic Architecture Assessment (August 2014; prepared by LSA), attached as **Appendix 3a**
- Archaeological Assessment Survey (April 2014; prepared by LSA), attached as **Appendix 3b**
- Geotechnical Investigation (January 2005; prepared by CHJ), attached as **Appendix 4a**
- Geotechnical Due Diligence Review and Manure Investigation (November 2013; prepared by Leighton and Associates, Inc.), attached as **Appendix 4b**
- Geotechnical Exploration (December 2013; prepared by Leighton and Associates, Inc.), attached as **Appendix 4c**
- Greenhouse Gas Analysis (September 2014; prepared by Urban Crossroads), attached as **Appendix 5**
- Phase I and Limited Phase II Environmental Site Assessment (November 2013; prepared by Leighton and Associates, Inc.), attached as **Appendix 6a**
- Additional Pesticide Assessment (March 2014; prepared by Leighton and Associates, Inc.), attached as **Appendix 6b**
- County of Riverside Airport Land Use Commission (October 2014; Staff Report) attached as **Appendix 7a**
- Airport Land Use Commission Riverside County (October 2014) attached as **Appendix 7b**
- Preliminary Hydrology Report (August 2014; prepared by Albert A. Webb Associates), attached as **Appendix 8a**
- Preliminary Water Quality Management Plan (September 2014; prepared by Albert A. Webb Associates), attached as **Appendix 8b**
- Final Noise Impact Analysis (February 2015; prepared by Urban Crossroads), attached as **Appendix 9**
- Traffic Impact Analysis (January 2015; prepared by Urban Crossroads), attached as **Appendix 10a**
- **Williamson Act Cancellation Documentation**, attached as **Appendix 11**.

I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing an application for the Sendero Planned Residential Development Project, which is a residential development consisting of 323 single-family detached homes on approximately 41 acres. The site also includes an existing Southern California Edison (SCE) easement with a multipurpose trail that is identified as 3.73 acres of open space. It should be noted that the 3.73 acres of open space is included in the total acreage of the project and is not an addition to it. The applicant is proposing a General Plan Amendment (GPA) from Medium Density Residential (MDR) at a density of 2.1 – 5 dwelling units per acre to Medium High Density Residential (MHDR) at a density of 5.1 to 8 dwelling units per acre, and a Change of Zone from One Family Dwellings (R-1) to Planned Residential Development (PRD). To facilitate this development, all of the existing buildings and structures will be removed.

This Initial Study has been prepared pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations Sections 15000 et seq.). The technical reports in this study reflect the initial proposed development of 330 single-family detached homes, which represents a conservative analysis of impacts to the environment.

B. PROJECT LOCATION AND DESCRIPTION OF SURROUNDING AREA

The proposed project site is located at 6051 and 6101 Harrison Avenue, Eastvale, Riverside County, California (APN 164-010-025). The regional and local vicinity of the project site are shown in **Figures 1** and **2**, respectively. The proposed site is located northwest of the intersection of Limonite and Harrison avenues in Eastvale. The proposed project is an approximately 41-acre proposed residential development. The proposed site is located 2 miles west of Interstate 15.

The property is bounded on the north by the County Line Channel along the Riverside County/San Bernardino County Line, on the east by Harrison Avenue, on the south by Limonite Avenue, and on the west by agricultural land. North of the site in the city of Ontario is a residential development under construction, west of the site are agricultural fields, and to the south and east are single-family residences. The project site is in the southeast quarter of Section 23, Township 2 South, Range 7 West of the US Geological Survey Corona North 7.5-minute quadrangle map.

The approximately 41-acre site was an active dairy farm that is in the process of being closed. Three dairy ponds are located on the southern portion of the property, and a Southern California Edison easement traverses the property from the northeast to the southwest.

C. PROJECT DESCRIPTION

The proposed development includes two residential product types on opposite sides of an existing 255-foot-wide Southern California Edison easement. The applicant proposes a subdivision to allow for 323 single-family detached homes on approximately 41 acres. (**Figure 3**) The proposed buildings are shown in the proposed **Project Development Plans** folder included on the enclosed CD-ROM. The proposed project also includes the following actions:

General Plan Amendment

The proposed project would amend the Land Use Map in the City of Eastvale General Plan. The land use designation of the proposed project site would be changed from Medium Density Residential to Medium High Density Residential (**Figure 4 and Figure 5**).

Change of Zone

The proposed project would change the zoning for the project site. The current zoning, R-1 (One Family Dwellings) (**Figure 6**), would be changed to PRD (Planned Residential Development) (**Figure 7**).

Tentative Tract Map No. 36775 (TTM 36775)

The proposed project would subdivide 41-acres into 323 parcels that would allow for single family detached homes. The subdivision would also create fourteen (14) lettered parcels adjacent to, and within the SCE easement that will be used as water quality basins and part of the overall open space. (**Figure 3**) The portion of Harrison Avenue north of Blossom Way will be vacated for vehicle transportation. The City will retain the right-of-way for utility and trail use. The vacated portion of Harrison Avenue will be incorporated into the trail network that is also part of the SCE right-of-way (**Figure 3**).

Master Development Plan

The proposed project includes a Master Development Plan which includes a 94 unit cluster 6-pack motor court; 146 unit cluster 8-pack motor court; and 83 units of front loaded single family homes. The Master Development Plan also includes 693 parking spaces (2.89 spaces/unit) for the 6-pack and 8-pack cluster motor court homes and 328 parking spaces (3.965 spaces/unit) for the front loaded residential homes. This will result in a total of 1,021 parking spaces.

SCE Easement and Trails

The project proposes to provide open area within the SCE easement area not encumbered by SCE easement structures as well as in adjacent open area and basins outside of the SCE easement for a total of 3.73 acres. This open area would be free of any obstructions greater than 4 feet in height or 4 inches in thickness (including trees). The existing and future use of the property underlying the easement is a multipurpose trail system (**Figure 3**).

This page is intentionally left blank.



Source: City of Eastvale (2014); Riverside County (2014); ESRI.



Figure 1
Regional Location

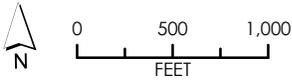
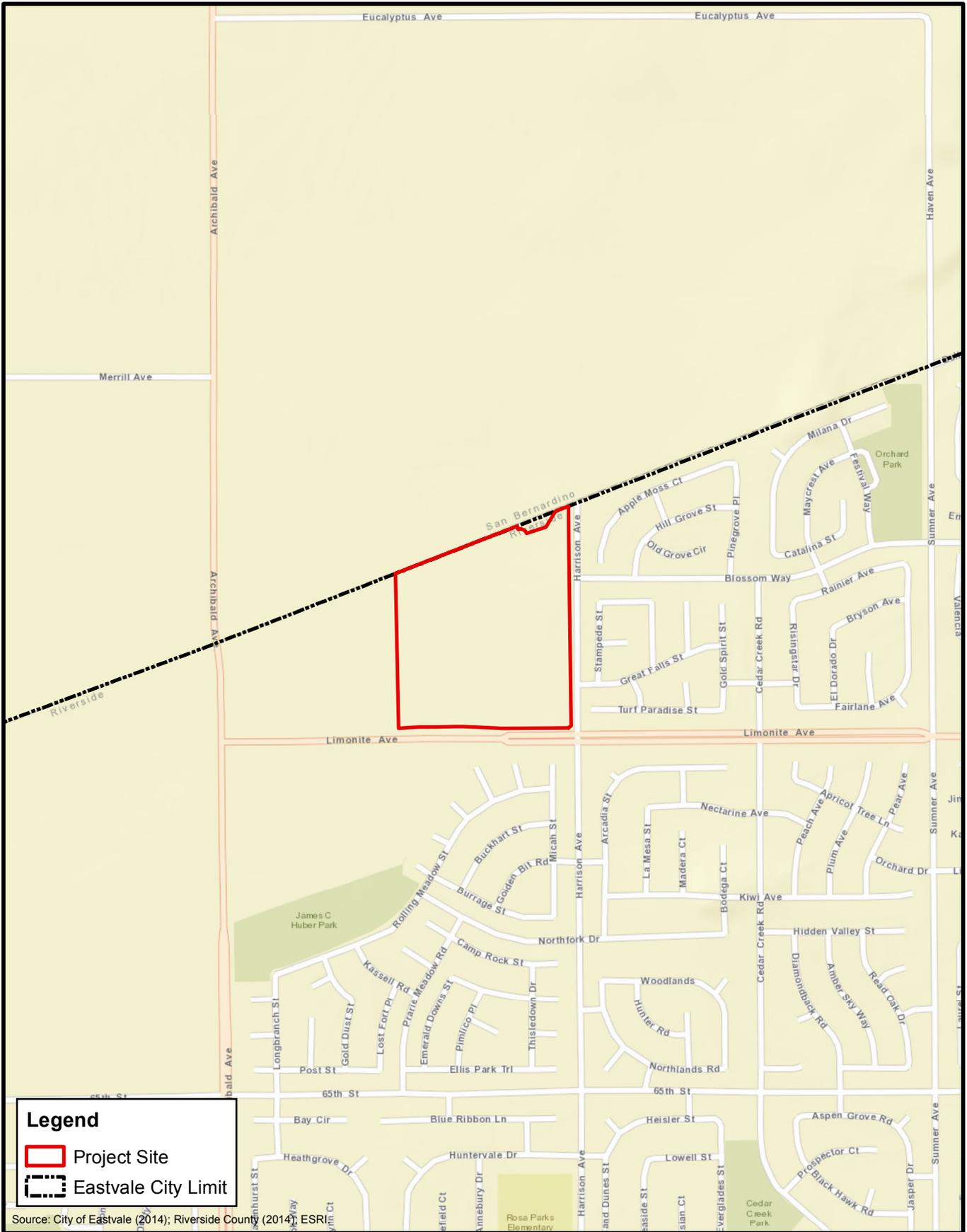
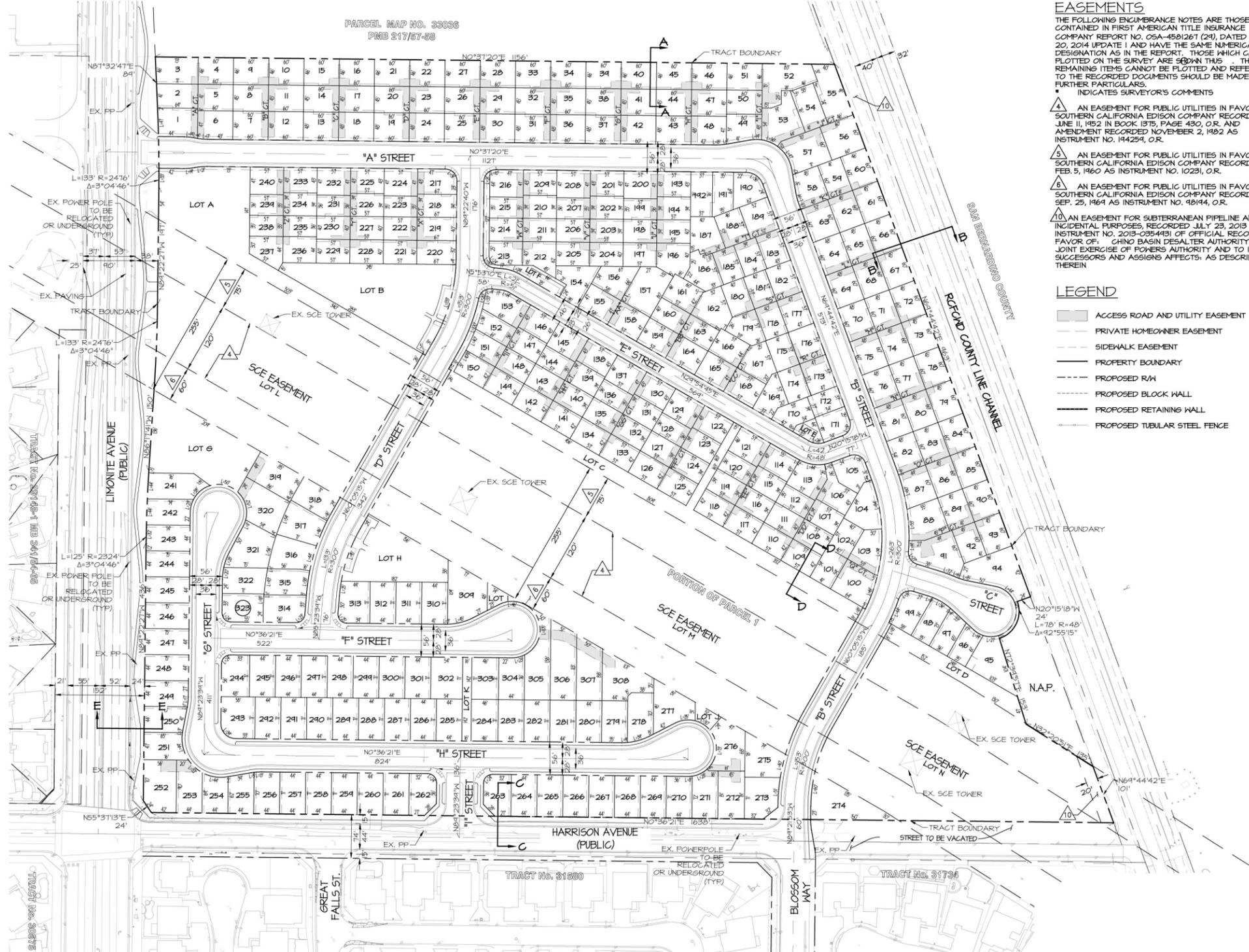


Figure 2
Project Location



EASEMENTS
 THE FOLLOWING ENCUMBRANCE NOTES ARE THOSE CONTAINED IN FIRST AMERICAN TITLE INSURANCE COMPANY REPORT NO. OSA-4581261 (24), DATED MARCH 20, 2014 (UPDATE 1) AND HAVE THE SAME NUMERICAL DESIGNATION AS IN THE REPORT. THOSE WHICH CAN BE PLOTTED ON THE SURVEY ARE SHOWN THIS. THE REMAINING ITEMS CANNOT BE PLOTTED AND REFERENCE TO THE RECORDED DOCUMENTS SHOULD BE MADE FOR FURTHER PARTICULARS.
 ▲ INDICATES SURVEYOR'S COMMENTS
 △ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED JUNE 11, 1952 IN BOOK 1575, PAGE 490, O.R. AND AMENDMENT RECORDED NOVEMBER 2, 1982 AS INSTRUMENT NO. 144294, O.R.
 ▽ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED FEB. 5, 1960 AS INSTRUMENT NO. 10291, O.R.
 ▽ AN EASEMENT FOR PUBLIC UTILITIES IN FAVOR OF SOUTHERN CALIFORNIA EDISON COMPANY RECORDED SEP. 25, 1969 AS INSTRUMENT NO. 98144, O.R.
 ▽ AN EASEMENT FOR SUBTERRANEAN PIPELINE AND INCIDENTAL PURPOSES, RECORDED JULY 23, 2013 AS INSTRUMENT NO. 2013-028481 OF OFFICIAL RECORDS, IN FAVOR OF CHINO BASIN DESALTER AUTHORITY, A JOINT EXERCISE OF POWERS AUTHORITY AND TO ITS SUCCESSORS AND ASSIGNS AFFECTS, AS DESCRIBED THEREIN

- LEGEND**
- ACCESS ROAD AND UTILITY EASEMENT
 - PRIVATE HOMEOWNER EASEMENT
 - SIDEWALK EASEMENT
 - PROPERTY BOUNDARY
 - PROPOSED R/W
 - PROPOSED BLOCK WALL
 - PROPOSED RETAINING WALL
 - PROPOSED TUBULAR STEEL FENCE



OWNER
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1534, X2235

APPLICANT
 SC LIMONITE, LLC
 ATTN: PATRICK E. POTTS
 2201 DUPONT DRIVE
 SUITE 300
 IRVINE, CA 92612
 OFF: 949-833-1534, X2235

ENGINEER
 ALBERT A. WEBB ASSOCIATES
 3168 MCGRAY STREET
 RIVERSIDE, CA 92506
 ATTN: JASON ARDERY
 TEL: (951) 686-1070
 FAX: (951) 188-1256

LAND USE
 EXISTING LAND USE: DAIRY
 PROP. LAND USE: MED. HIGH DENSITY
 RESIDENTIAL (MDHR) 14 LETTERED LOTS

UTILITIES
 WATER: JURIPA COMMUNITY SERVICES DISTRICT
 SEWER: JURIPA COMMUNITY SERVICES DISTRICT
 ELECTRIC: SOUTHERN CALIFORNIA EDISON
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 TELEPHONE: VERIZON
 TELEVISION: INDIVIDUAL RECEPTION/CABLE

LEGAL DESCRIPTION
 TAKEN FROM FIRST AMERICAN TITLE COMPANY PRELIMINARY TITLE REPORT ORDER NO. OSA-4581261(24), DATED FEB. 13, 2014.

REAL PROPERTY IN THE CITY OF EASTVALE, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

PARCEL 1 OF PARCEL MAP 33036, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN ON BY MAP FILED IN BOOK 271, PAGES 51 AND 52 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION DESCRIBED IN THE DEED TO THE COUNTY OF RIVERSIDE RECORDED JULY 23, 2013 AS INSTRUMENT NO. 2013-035482, OFFICIAL RECORDS.

APN: 164-010-025

- NOTES**
1. ALL IMPROVEMENTS SHALL BE PER SCHEDULE "A" SUBDIVISION ORDINANCE 460, UNLESS OTHERWISE NOTED.
 2. 2011 THOMAS BROS. MAP, PAGE 683, GRID E6.
 3. THIS MAP INCLUDES THE ENTIRE CONTIGUOUS OWNERSHIP OF THE LAND DIVIDER.
 4. ALL SLOPES ARE 2:1 UNLESS, UNLESS OTHERWISE NOTED.
 5. FLOOD ZONE C, AREA OF MINIMAL FLOODING.
 6. SETBACKS OF SLOPES TO PROPERTY LINES SHALL CONFORM TO ORDINANCE 457 REQUIREMENTS.
 7. LAND IS NOT SUBJECT TO LIQUEFACTION OR OTHER GEOLOGICAL HAZARD AND IS NOT WITHIN A SPECIAL STUDIES ZONE.
 8. LAND IS NOT SUBJECT TO OVERFLOW, INUNDATION OR FLOOD HAZARD.
 9. PROJECT IS NOT WITHIN SPECIFIC PLAN.
 10. NO SUBSURFACE SEPTIC SEWAGE DISPOSAL IS INTENDED.
 11. PROJECT IS WITHIN JURIPA COMMUNITY SERVICES DISTRICT.
 12. TOPOGRAPHY FLOWN BY INLAND AERIAL SURVEYS, INC. ON 7/22/2014.
 13. THERE ARE NO EXISTING STRUCTURES OR DWELLINGS ON SITE.
 14. THE PROJECT WILL COMPLY WITH NPDES REQUIREMENT AS REQUIRED BY NPDES SUPPLEMENT "A".
 15. THERE ARE NO EXISTING WELLS ON SITE.
 16. THERE ARE COMMON AREAS, AND RECREATIONAL AREAS WITHIN THIS PROJECT.
 17. EASEMENTS OF RECORD ARE PLOTTED HEREON.
 18. ENTRY MONUMENTATION PER COUNTYWIDE DESIGN STANDARDS AND GUIDELINES.

Source: Albert A. Webb Associates

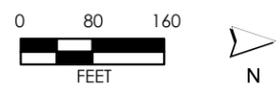


Figure 3
 Proposed Subdivision TTM 36775



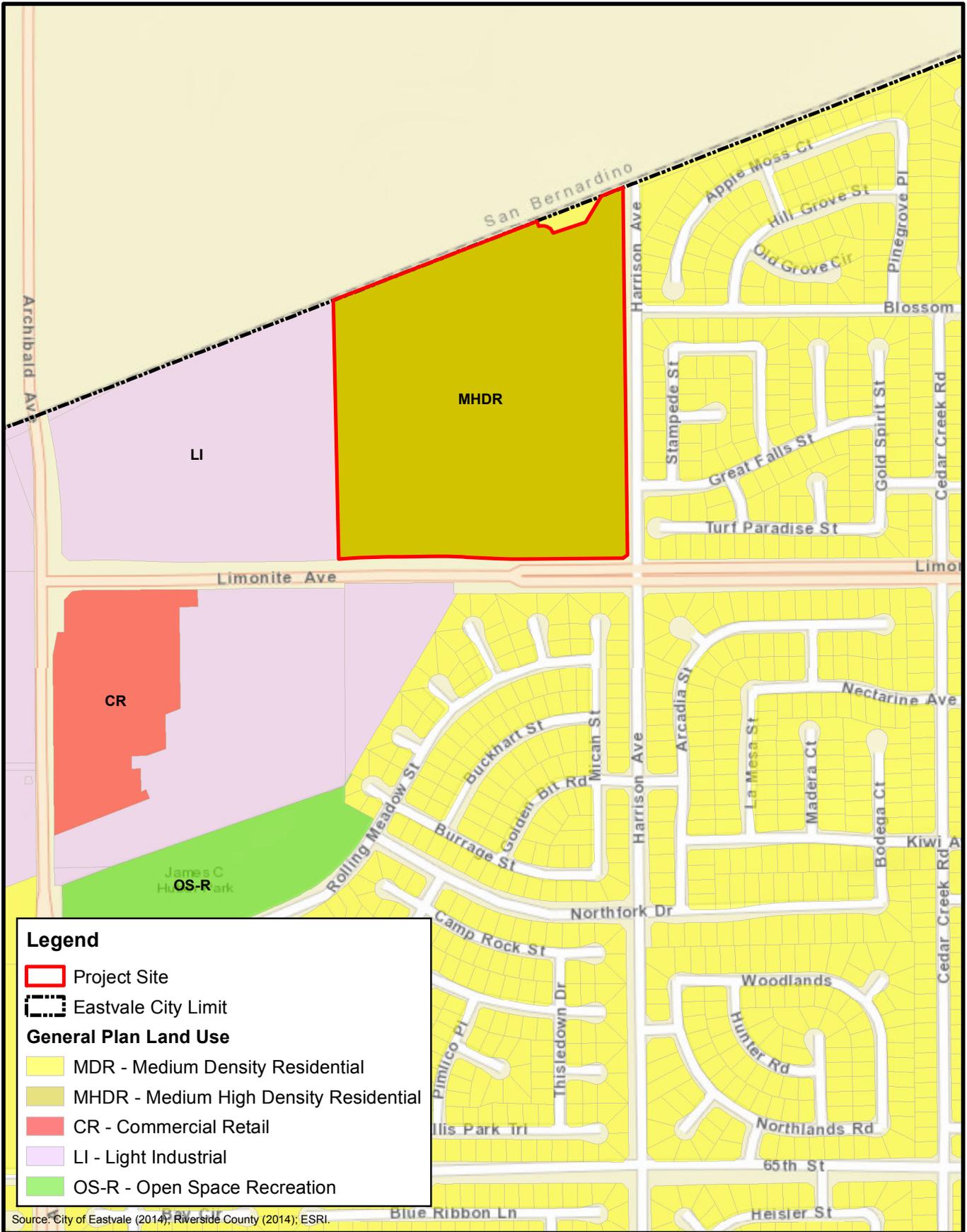


Figure 5
Proposed General Plan Land Use Designation

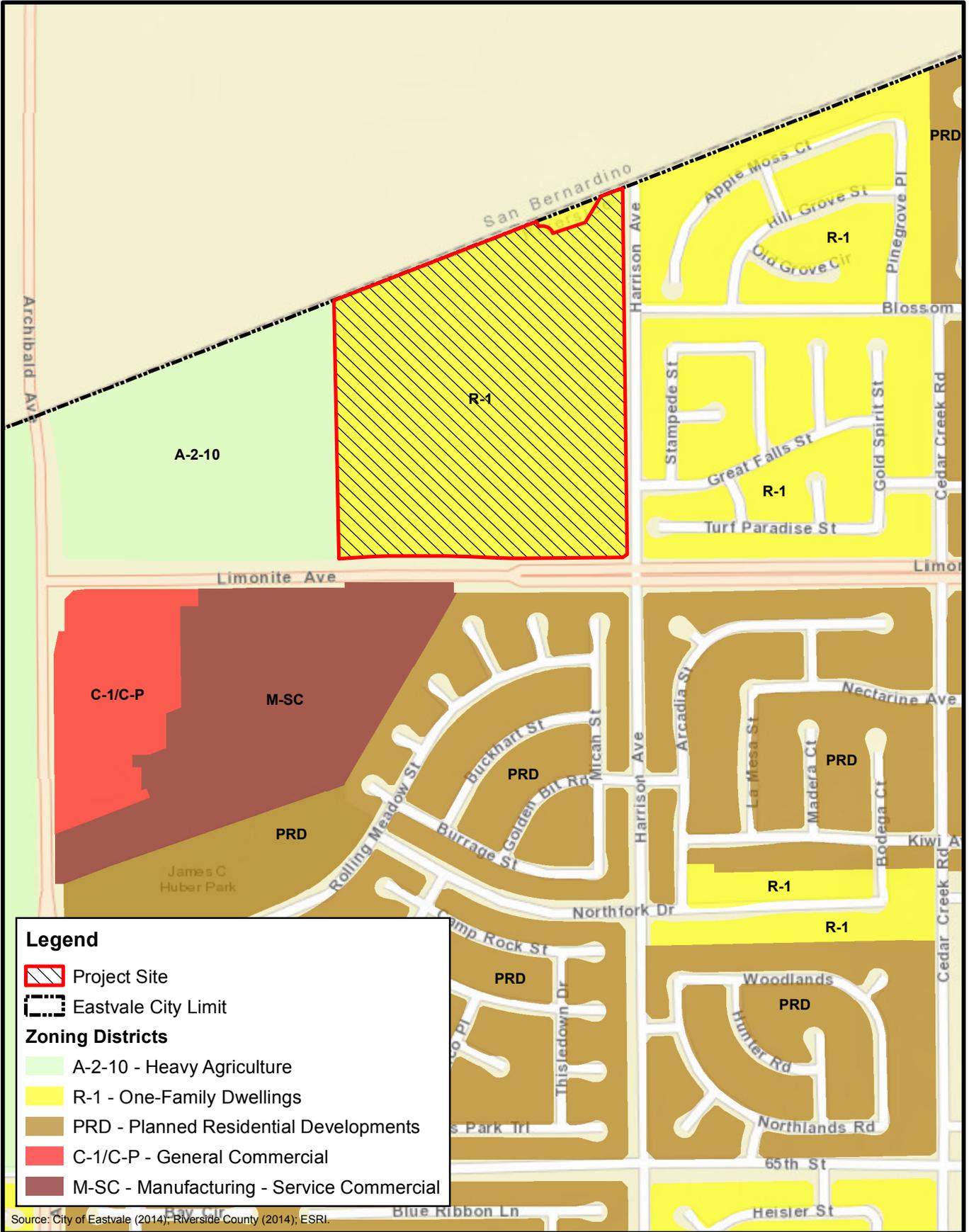


Figure 6
Existing Zone District

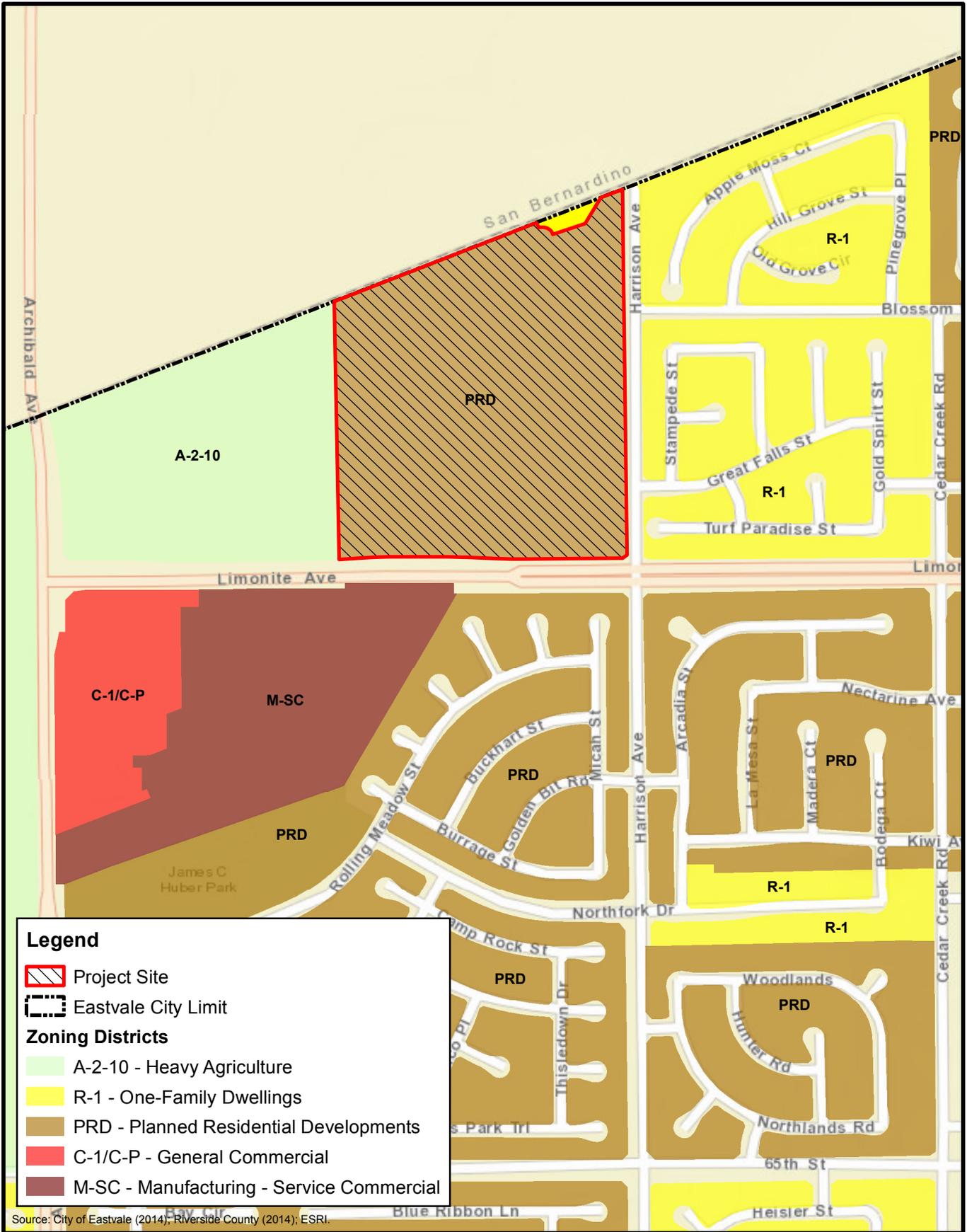


Figure 7
Proposed Zone District



Figure 8
Surrounding Aerial View

T:\GIS\Riverside County\MXD\Eastvale\Harrison\Figure 9 Surrounding Land.mxd (2/20/2015)



Figure 9
Surrounding Land Designations and Zoning

II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

The City's General Plan was adopted in 2012 and can be found on the City's website at www.eastvaleca.gov. As shown in **Figure 4**, the City of Eastvale General Plan land use designation for the project site is Medium Density Residential (MDR), which 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 a lot size that typically ranges from 5,500 to 20,000 square feet.

The proposed General Plan land use designation for the project site is Medium High Density Residential (MHDR), which allows a variety of detached and attached housing types at a density of 5.1 to 8.0 dwelling units per acre. Clustered development is also allowed in this land use category.

The City's Zoning Ordinance was adopted in 2013 and can be found on the City's website at www.eastvaleca.gov. The project site is zoned One Family Dwellings (R-1), which allows limited residential uses that include single-family dwellings and second unit dwellings.

Because high-density residential development is not permitted in the R-1 zoning district, the project includes a request to change the zoning to Planned Residential Development (PRD) to allow development of the proposed project consistent with the proposed General Plan land use designation (**Figure 5**).

B. PHYSICAL SETTING

According to the biological technical report prepared by Glenn Lukos Associates, Inc. (2014a), the project site is characterized as disturbed/developed and does not support any native vegetation types. The majority of the site has been disturbed through past dairy farming and agricultural practices. Vegetation consists of low-growing, weedy annual species. In addition, the property contains a single residence with ornamental trees and shrubs and other associated landscaping.

Three structures are located on-site: one single-story residence, one milking barn and maintenance shed, and one feed barn. It should be noted that the previous dairy farm operation does not exist on the site and numerous corrals and shade structures as well as one inoperable motor home, have been removed by the former dairy farm operator.

There are several steel lattice Southern California Edison (SCE) transmission towers with power lines that run through the SCE easement. These towers are anchored to concrete foundations at each of the four corners at the base of the tower. The tower base dimensions range from approximately 30 feet by 30 feet for suspension towers and are larger for deflection and dead end towers. The top of the suspension towers are generally 6.6 feet square and the deflection towers are 7.5 feet square.

III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

- 1. Project Title** Sendero Planned Residential Development Project
- 2. Lead Agency Name and Address** City of Eastvale
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752
- 3. Contact Person and Phone Number** Kanika Kith; (951) 361-0900, ext. 1301
- 4. Project Location** 6051 and 6101 Harrison Avenue located on the northwest corner of Harrison Avenue and Limonite Avenue (APN 164-010-025)
- 5. Project Sponsor Name and Address** SC Limonite, LLC
2201 Dupont Drive, Suite 300
Irvine, CA 92612
- 6. General Plan Designation Existing** Medium Density Residential (MDR)
General Plan Designation Proposed Medium High Density Residential (MHDR)
- 7. Zoning Existing** One-Family Dwellings (R-1)
Zoning Proposed Planned Residential Development (PRD)
- 8. Description of Project** General Plan Amendment from Medium Density Residential (MDR) to Medium High Density Residential (MHDR) and Change of Zone from One Family Dwellings (R-1) to Planned Residential Development (PRD) to allow residential development at a density of 5.1 to 8.0 dwelling units per acre. In addition, the proposed project includes TTM 36775 to subdivide 41-acres into 323 parcels that would allow for single family detached homes. The subdivision would also create several lettered parcels adjacent to, and within the SCE easement that will be used as water quality basins and part of the overall open space. Additionally, the proposed project also includes a Master Development Plan which includes a 94 unit cluster 6-pack motor court; 146 unit cluster 8-pack motor court; and 83 units of front loaded single family homes. The Master Development Plan also includes 693 parking spaces (2.89 spaces/unit) for the 6-pack and 8-pack cluster motor court homes and 328 parking spaces (3.965 spaces/unit) for the front loaded residential homes. This will result in a total of 1,021 parking spaces.

9. Surrounding Land Use Designations and Zoning (see Figure 8)

North	<u>Land Use Designation</u>	City of Ontario City of Ontario
	<u>Zoning</u>	
East	<u>Land Use Designation</u>	Medium Density Residential (MDR)
	<u>Zoning</u>	One-Family Dwellings (R-1)
South	<u>Land Use Designation</u>	Light Industrial (LI) and Medium Density Residential (MDR)
	<u>Zoning</u>	Manufacturing (M-SC) and Planned Residential Development (PRD)
West	<u>Land Use Designation</u>	Light Industrial (LI)
	<u>Zoning</u>	Heavy Agriculture (A-2)

10. Other Required Public Agency Approval

- Jurupa Community Service Department – water and wastewater connections
- Santa Ana Regional Water Quality Control Board – water quality management plan (WQMP)
- State Water Resources Control Board – stormwater pollution prevention plan (SWPPP)
- Southern California Edison (SCE) – trail improvement

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- | | | |
|---|---|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Recreation |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use and Planning | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Cultural Resources | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" type="checkbox"/> Geology and Soils | <input checked="" type="checkbox"/> Noise | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because of the incorporated mitigation measures and revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

City Representative



March 4, 2015

Signature

Date

Eric Norris, Planning Director

IV. ENVIRONMENTAL ANALYSIS

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

DISCUSSION

- a) **No Impact.** Scenic vistas include natural features such as topography, watercourses, rock outcrops, natural vegetation, and man-made alterations to the landscape. The project's surrounding vicinity is developed and suburban (see **Figure 8**) in nature and consists of typical residential development and undeveloped active and fallow agricultural lands. The project site does not contain unique visual features that would distinguish it from surrounding areas. There are no scenic vistas identified in the General Plan on or near the proposed project site. There are no distinct or distinguishing rock features on the project site. The location of the proposed project is approximately 3.5 miles north of the Santa Ana River, which is considered scenic; however, the intervening developed city would ensure that this project could not result in any impact to the riparian area or views of the river. As Eastvale is essentially flat, this project would not obscure views to the Santa Ana River from other properties. Furthermore, because the property is well below the elevation of the mountains and is flat, the proposed project is not an impediment to views of the distant Santa Ana Mountains. Therefore, the project would have no impact on scenic vistas.
- b) **No Impact.** The project is not located in the vicinity of any highways that have been officially designated or are eligible for designation as a state scenic highway (Caltrans 2011). In fact, the nearest scenic highway to the project site is State Route (SR)71, which is located approximately five miles southwest of the site. In addition, the project site does not include any scenic resources such as trees, rock outcrops, or historic buildings (see **Figure 8**). No impact to scenic resources is anticipated.

c) **Less Than Significant Impact.** Development of the site would replace the agricultural uses and buildings shown in **Figure 8** with residential development shown in the **Project Development Plans** (See Enclosed CD). The residential development is consistent with adjacent building to the east across Harrison Avenue and with anticipated residential development across the city limit boundary in Ontario. Although the site proposes to increase residential units from the currently allowed 2.15 to 5 du/ac (MDR) to the proposed 5.1 to 8 du/acre (MHDR), the project is designed to be visually compatible with the existing residential uses adjacent to the site. The project also contains a trail system that will be developed as part of the SCE easement that traverses the site. A portion of Harrison Avenue will be vacated to allow an extension of the trail system. These features will add to the visual character of the area and are consistent with the City's design expectations. Grading and construction activities associated with development have the potential to cause temporary degradation of local aesthetics for residents who live close to the site. However, such activities are a typical result of development activity and are both temporary and will cease with the completion of these activities. This impact is less than significant.

d) **Less Than Significant Impact.** Development associated with the implementation of the proposed project will include exterior lighting commonly associated with residential neighborhoods including porch, landscaping, and garage lighting, street lighting, and interior lighting that can escape through windows and doors, as well as occasional light from passing vehicles. In addition, reflective building materials such as window glass and vehicle windshields could create sources of daytime glare. These would each represent a new source of light or glare in the area.

However, any new development would be landscaped, thereby minimizing the potential for daytime glare to significantly affect surrounding properties and public spaces. In addition, per Section C, Lighting and Utility, in the City of Eastvale Design Standards and Guidelines, Standard GDS-14 requires that outdoor lighting (other than lighting which requires tall luminaires) be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets. Therefore, by incorporating landscaping into project design and compliance with the City of Eastvale Design Standards and Guidelines, this impact will be less than significant.

e) **No Impact.** As stated in Ordinance 655, lighting is only considered to be a potential impact to the Mt. Palomar Observatory if the project is located within Zone A (15 miles of the observatory) or Zone B (45 miles of the observatory). The project site is not located within either Zone A or Zone B. In fact, the proposed project site is located approximately 83 miles from the Mt. Palomar Observatory and therefore, is not subject to the lighting restrictions contained in Ordinance 655. As such, no impact will occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

2. AGRICULTURE AND FORESTRY RESOURCES. Would the proposed project:

	Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓	
b)	Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c)	Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?				✓
d)	Result in the loss of forestland or conversion of forestland to non-forest use?				✓
e)	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use or conversion of forestland to non-forest use?				✓
<p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.</p>					
<p>In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p>					

DISCUSSION

- a) **Less Than Significant Impact.** The western portion of the project site is categorized as Prime Farmland, while the rest of the site is categorized as Farmland of Local Importance (RCLIS 2014). Additionally, surrounding land to the north and west are categorized as Prime Farmland and to southwest of the property site is categorized as Farmland of local Importance. The project will convert Prime Farmland; however, the City's General Plan and General Plan EIR determined that conversion of agricultural land was a significant and unavoidable impact of land development within the Eastvale city limits. Because this property was designated for development with medium density residential development as part of the General Plan, the conversion of agricultural uses is consistent with the adopted General Plan and General Plan EIR (Impact 3.1.1 of

the General Plan EIR). In addition, General Plan Policy AQ-39 states that the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. Therefore, this impact is less than significant.

- b) **No Impact.** The proposed project site was previously subject to a Williamson Act contract as Mira Loma Agricultural Preserve. However, **Appendix 10a** shows documentation of the adopted rezoning in 2006 by Riverside County. Therefore, the property is consistent with the General Plan and the General Plan EIR. The City of Eastvale has planned to accommodate anticipated urban growth and not seek to maintain agricultural uses within its boundaries. As stated in the City of Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city's development. Therefore, no impact will occur.

- c-e) **No Impact.** The proposed project site is not zoned forestland or timberland. Additionally, no forestlands or timberlands are located in the vicinity of the proposed project site. Therefore, no impacts will occur.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

3. AIR QUALITY. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
d)	Expose sensitive receptors to substantial pollutant concentrations?			✓	
e)	Create objectionable odors affecting a substantial number of people?			✓	

DISCUSSION

An air quality impact analysis (Urban Crossroads 2014a) was completed to determine potential air quality impacts and necessary mitigation measures for the proposed project (see **Appendix 1**). The following discussion is based on this analysis.

- a) **Less Than Significant Impact.** The project site is located in the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The South Coast Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743-square-mile area consisting of the four-county basin and the Los Angeles County and Riverside County portions of what used to be referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, and state and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet state and federal ambient air quality standards.

Currently, these state and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and minimize any negative fiscal impacts of air pollution control on the economy.

The Final 2012 AQMP was adopted by the SCAQMD Governing Board on December 7, 2012. The 2012 AQMP incorporates the latest scientific and technological information and planning

assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. Similar to the 2007 AQMP, the 2012 AQMP was based on assumptions provided by both the California Air Resources Board (CARB) and SCAG for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the 2012 AQMP assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2012 Regional Transportation Plan (RTP). The 2012 AQMP also assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. The project's consistency with the 2012 AQMP is discussed below.

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3, of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below.

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.

The violations referred to in Consistency Criterion No. 1 are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). As evaluated under Issue b) below, the project will not exceed the short-term construction standards or long-term operational standards and in so doing will not violate any air quality standards. Additionally, the analysis for long-term local air quality impacts showed that future carbon monoxide (CO) concentration levels along roadways and at intersections affected by project traffic will not exceed the 1-hour and 8-hour state CO pollutant concentration standards. Thus, a less than significant impact is expected, and the project would be consistent with the first criterion.

- Consistency Criterion No. 2: The project will not exceed the assumptions in the AQMP based on the years of project buildout phase.

The 2012 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the time frames required under federal law. Growth projections from local general plans adopted by cities in the district are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the City of Eastvale General Plan is considered to be consistent with the AQMP. The project proposes the development of 330 single-family dwelling units, which is more dense than what is allowed under the existing land use designation by 210 additional units. According to the traffic impact analysis prepared for the project (Urban Crossroads 2014d), a single-family dwelling unit generates 9.52 average trips daily, which equates to the generation of 3,142 average daily trips from the proposed project (330 units x 9.52) and 1,142 average daily trips from the 120 units currently allowed under the existing land use designation (120 x 9.52), a difference of 1,996 average daily trips. Therefore, the proposed project would result in an increase of approximately 1,996 daily trips compared with the current land use designation.

The AQMP estimates a total of 396 million vehicle miles traveled (VMT) daily in the South Coast Air Basin in 2023. If each of the 1,996 additional daily traffic trips spanned 20 miles, the result would be 39,920 daily VMT, which is an increase of 0.01 percent of the estimated daily VMT in 2023.

Although the project would result in an increase in the number of trips compared to that considered in the AQMP, the resultant VMT from trips generated by the project would not constitute a substantial increase in vehicle miles traveled from that originally anticipated. As a result, the project would not conflict with the AQMP. This impact is less than significant.

- b) **Less Than Significant Impact.** As discussed previously, the project site is located within the SCAB. State and federal air quality standards are often exceeded in many parts of the basin. A discussion of the project’s potential short-term construction-period and long-term operational-period air quality impacts is provided below.

Construction Emissions

Construction activities associated with the project will result in emissions of carbon monoxide (CO), reactive organic gases (ROG), oxides of nitrogen (NOx), sulfur oxide (SOx), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). Construction-related emissions are expected from the following construction activities:

- Demolition
- Grading
- Underground utilities
- Crossings, curbs, and gutters
- Building construction
- Painting (architectural coatings)
- Final cleanup
- Paving
- Construction workers commuting

Construction is expected to commence in September 2015 and will last through November 2018. Construction duration by phase is shown in **Table 3-1** (see **Appendix 1** for specific detailed modeling inputs/outputs).

**Table 3-1
Construction Duration**

Construction Phase	Duration (working days)
Demolition	13
Grading	27
Underground Utilities	38
Crossings, Curbs, and Gutters	19
Building Construction	476
Architectural Coatings	695
Final Cleanup	5
Paving	2

Source: Urban Crossroads 2014a

A detailed summary of construction equipment assumptions by phase is provided in **Table 3-2**. It should be noted that the construction equipment estimates provided in the table represent a “worst case” (i.e., overestimation) of actual construction equipment that will likely be used during construction activities.

**Table 3-2
Construction Equipment Assumptions**

Activity	Equipment	Number	Hours per Day
Demolition	Concrete/Industrial Saws	1	8
	Excavators	3	8
	Rubber-Tired Dozers	2	8
Grading	Excavators	2	8
	Graders	1	8
	Water Trucks	1	8
	Rubber-Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
Underground Utilities	Tractors/Loaders/Backhoes	1	8
	Trenchers	1	8
Crossing, Curbs, and Gutters	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Building Construction	Cranes	1	8
	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
Architectural Coatings	Air Compressors	1	8
Final Cleanup	Rubber-Tired Dozers	3	8
	Tractors/Loaders/Backhoes	4	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

Source: *Urban Crossroads 2014a*

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called “fugitive emissions.” Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The proposed project would be subject to SCAQMD rules and regulations to reduce fugitive dust emissions and to mitigate potential air quality impacts, specifically Rule 403 (Fugitive Dust). Rule 403 requires fugitive dust sources to implement Best Available Control Measures for all

sources, and all forms of visible particulate matter are prohibited from crossing any property line. SCAQMD Rule 403 is intended to reduce PM₁₀ emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. PM₁₀ suppression techniques are summarized below.

- a. Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- b. All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- c. All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- d. The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
- e. Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.

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

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

Construction Activities	ROG	NOx	CO	SOx	PM ₁₀	PM _{2.5}
2015	7.67	87.93	55.66	0.07	7.82	5.32
2016	13.68	45.19	55.93	0.11	7.16	3.64
2017	13.07	55.07	52.77	0.10	10.90	6.87
2018	14.06	17.23	15.23	0.02	1.11	0.10
Maximum Daily Emissions	14.06	87.93	55.93	0.11	10.90	6.87
SCAQMD Significance Criteria	75	100	550	150	150	150
Significant?	No	No	No	No	No	No

Source: Urban Crossroads 2014a

ROG = reactive organic gas

NOx = oxides of nitrogen

CO = carbon monoxide

SO_x = sulfur oxides

PM₁₀ = particulate matter equal to or less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

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

Construction Localized Significance Analysis

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

The significance of localized emissions impacts depends on whether ambient levels in the vicinity of a given project are above or below state standards. In the case of CO and NO_x, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are nonattainment pollutants.

The SCAQMD established LSTs in response to the district's Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in air quality impact analyses.

LSTs were developed in response to environmental justice and health concerns raised by the public regarding exposure of individuals to criteria pollutants in local communities. To address the issue of localized significance, the SCAQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. The analysis makes use of methodology included in the SCAQMD's (2008) Localized Significance Threshold Methodology.

For this project, the appropriate Source Receptor Area (SRA) for the LST analysis is the Metropolitan Riverside County monitoring station (SRA 23). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter equal to or less than 10 microns (PM₁₀), and particulate matter less than 2.5 microns (PM_{2.5}).

The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size. In order to determine the appropriate methodology for determining localized impacts that could occur as a result of project-related construction, the following process is undertaken:

- The CalEEMod model is utilized to determine the maximum daily on-site emissions that will occur during construction activity.
- The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod.
- If the total acreage disturbed is less than or equal to 5 acres per day, the SCAQMD's screening look-up tables are utilized to determine whether a project has the potential to result in a significant impact (the SCAQMD recommends that projects exceeding the screening look-up tables undergo dispersion modeling to determine actual impacts). The look-up tables establish a maximum daily emissions threshold in pounds per day that can be compared to CalEEMod outputs.
- If the total acreage disturbed is greater than 5 acres per day, the SCAQMD recommends dispersion modeling be conducted to determine the actual pollutant concentrations for applicable LSTs in the air. In other words, the maximum daily on-site emissions as calculated in CalEEMod are modeled via air dispersion modeling to calculate the actual concentration in the air (e.g., parts per million or micrograms per cubic meter) in order to determine whether any applicable thresholds are exceeded.

According to the LST methodology, only on-site emissions need to be analyzed. Emissions associated with hauling, vendor trips, and worker trips are mobile source emissions that occur off-site and need not be considered according to the methodology.

Table 3-4 is used to determine the maximum daily disturbed acreage as to the applicability of the SCAQMD’s LST look-up tables. Based on **Table 3-4**, the proposed project could actively disturb approximately 4 acres per day and thus would not exceed the limit of 5 acres per day established by the SCAQMD’s LST look-up tables. The site-specific construction fleet may vary due to specific project needs at the time of construction. The SCAQMD produced look-up tables for projects less than or equal to 5 acres in size; since the project does not exceed a disturbance area of 5 acres, SCAQMD LST look-up tables will be used to determine localized impacts consistent with the SCAQMD protocol.

**Table 3-4
Maximum Daily Disturbed Acreage**

Construction Phase	Equipment Type	Equipment Quantity	Acres Graded per 8-Hour Day (individually)	Operating Hours per Day	Acres Graded per Day
Grading	Crawler Tractors	2	0.5	8	1.0
	Graders	1	0.5	8	0.5
	Rubber-Tired Dozers	1	0.5	8	0.5
	Scrapers	2	1.0	8	2.0
Total Acres Graded per Day					4.0
Applicable LST Mass Rate Look-Up Table					4.0

Source: Urban Crossroads 2014a

The nearest sensitive receptor land use (residence) is located approximately 20 meters (65.6 feet) to the east of the project boundary across Harrison Avenue. Notwithstanding, the methodology explicitly states, “It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters.” Accordingly, LSTs for receptors at 25 meters are utilized in this analysis and provide for a conservative, i.e., “health protective,” standard of care.

Table 3-5 identifies the localized impacts at the nearest receptor location in the vicinity of the project. It should be noted that **Table 3-5** accounts for reductions achieved through standard SCAQMD regulatory requirements (SCAQMD Rule 403).

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

Emissions Source	NOx	CO	PM ₁₀	PM _{2.5}
Maximum On-Site Grading Emissions	87.78	54.01	7.56	5.25
LST Threshold	236.67	1,345.67	11.00	6.67
Significant?	No	No	No	No

Source: Urban Crossroads 2014a

As shown, emissions during the peak-day construction activity would not result in concentrations of pollutants at nearby residences or other sensitive receptors, and less than significant impacts would occur.

Operational Emissions

Operational activities associated with the proposed project will result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources:

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

Operational-source emissions are summarized in **Table 3-6**. As shown, project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, a less than significant impact would occur.

**Table 3-6
Long-Term Unmitigated Operational Emissions (Pounds per Day)**

Emissions Source	ROG	NO_x	CO	SO_x	PM₁₀	PM_{2.5}
<i>Summer</i>						
Area Source Emissions	22.93	0.32	27.56	0.00	0.59	0.59
Energy Use Emissions	0.31	2.66	1.13	0.02	0.22	0.22
Vehicle Emissions	11.46	38.80	131.84	0.34	24.55	7.05
Total	34.71	41.78	160.53	0.36	25.36	7.85
<i>Winter</i>						
Area Source Emissions	22.93	0.32	27.56	0.00	0.59	0.59
Energy Use Emissions	0.31	2.66	1.13	0.02	0.22	0.22
Vehicle Emissions	11.85	40.36	132.36	0.32	24.56	7.05
Total	35.10	43.34	161.05	0.34	25.37	7.86
SCAQMD Threshold	55.00	55.00	550.00	150.00	150.00	NA
Significant?	No	No	No	No	No	NA

Source: Urban Crossroads 2014a

ROG = reactive organic gas

NO_x = nitrogen oxides

CO = carbon monoxide

SO_x = sulfur oxides

PM₁₀ = particulate matter equal to or less than 10 microns in diameter

PM_{2.5} = particulate matter less than 2.5 microns in diameter

Operations Localized Significance Analysis

According to SCAQMD methodology, LSTs would apply to the operational phase of a proposed project only if the project includes stationary sources or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., warehouse or transfer facilities). The proposed project does not include such uses. Thus, due to the lack of stationary source emissions, no long-term localized significance threshold analysis is needed, as there would be no impact. Nonetheless, for the purpose of full disclosure, **Table 3-7** shows the calculated emissions for the proposed operational activities compared with the appropriate localized significance thresholds.

The LST analysis only includes on-site sources; however, the CalEEMod model outputs do not separate on- and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in **Table 3-7** include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the weighted trip length used in CalEEMod for the project is approximately 14.7 miles, 5 percent of this total would represent an on-site travel distance for each car and truck of approximately 1 mile or 5,280 feet; thus, the 5 percent assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, project operational-source emissions would not exceed applicable LSTs.

**Table 3-7
Operational Local Significance Threshold (LST) Impacts (Pounds per Day)**

Emissions Source	NOx	CO	PM ₁₀	PM _{2.5}
On-Site Emissions	5.00	35.31	2.04	1.16
LST Thresholds	270	1,577	4	2
Significant Emissions?	No	No	No	No

Source: Urban Crossroads 2014a

Impacts associated with construction and operational air quality would be considered less than significant, as SCAQMD significance thresholds for criteria emissions would not be surpassed (see **Tables 3-3, 3-5, 3-6, and 3-7**).

- c) **Less Than Significant Impact.** Related projects could contribute to an existing or projected air quality exceedance because the SCAB is currently nonattainment for ozone (O₃), PM₁₀, and PM_{2.5}. With regard to determining the significance of the contribution from the project, the SCAQMD recommends that any given project’s potential contribution to cumulative impacts should be assessed using the same significance criteria as for project-specific impacts. Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions which exceed the SCAQMD’s recommended daily thresholds for project-specific impacts would also not cause a commutatively considerable increase in emissions for those pollutants for which the air basin is in nonattainment and therefore would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. As previously noted, the project will not exceed the applicable SCAQMD regional threshold for construction and operational-source emissions. As such, the project will result in a cumulatively less than significant impact.

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

As discussed in Issue b) above, results of the LST analysis indicate that the project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be subject to significant air toxic impacts during construction on the project site. Results of the LST analysis also indicate that the project would not exceed the SCAQMD localized significance thresholds during operational activity.

Diesel Particulate Matter

In April 2005, CARB released the *Air Quality and Land Use Handbook: A Community Health Perspective*, which offers guidance on developing sensitive land uses in proximity to sources of air toxics. One particular source of air toxics treated in the guidance is freeways and major roadways. These roadways are sources of diesel particulate matter, which CARB has listed as a toxic air contaminant.

The handbook recommends that sensitive land uses be sited no closer than 500 feet from a freeway or major roadway. This 500-foot buffer area was developed to protect sensitive receptors from exposure to diesel PM and was based on traffic-related studies that showed a 70 percent drop in PM concentrations at a distance of 500 feet from the roadway. Presumably, acute and chronic risks as well as lifetime cancer risk due to diesel particulate matter exposure are lowered proportionately. The project site is not within 500 feet of any highway or interstate (Interstate 15 is located approximately 11,000 feet east of the project site). Therefore, the site lies beyond the CARB-recommended buffer area, and future receptors would not be negatively affected by toxic air contaminants generated on a highway or interstate. There are no other potential sources of air toxics in the vicinity of the project site.

Carbon Monoxide

It has long been recognized that adverse localized CO concentrations (“hot spots”) are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last 20 years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams per mile for passenger cars (requirements for certain vehicles are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the project vicinity have steadily declined, as indicated by historical emissions data (see **Appendix 1**).

A carbon monoxide hot spot would occur if an exceedance of the state 1-hour standard of 20 parts per million (ppm) or the 8-hour standard of 9 ppm were to occur. In the early 1990s, the South Coast Air Basin was designated nonattainment under the CAAQS and NAAQS for carbon monoxide. As identified in the SCAQMD’s 2003 Air Quality Management Plan and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak CO concentrations in the air basin were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection (Urban Crossroad 2014a). To establish a more accurate record of baseline CO concentrations affecting the air basin, a CO hot-spot analysis was conducted in 2003 for four busy intersections in Los Angeles during the peak morning and afternoon time periods. This hot-spot analysis did not predict any violation of CO standards. It can therefore be reasonably concluded that projects (such as the proposed project) that are not subject to the extremes in vehicle volumes and vehicle congestion as evidenced in the 2003 Los Angeles hot-spot analysis would similarly not create or result in CO hot spots. Similar considerations are also employed by other air districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour in order to generate a significant CO impact. The proposed project would not produce the volume of traffic required to generate a CO hot spot either in the context of the 2003 Los Angeles hot-spot study or based on representative BAAQMD carbon monoxide threshold considerations (see subsection 16, Transportation/Traffic, of

this IS/MND). Therefore, CO hot spots are not an environmental impact of concern for the proposed project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant.

e) **Less Than Significant Impact.** The potential for the project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include:

- Agricultural uses (livestock and farming)
- Wastewater treatment plants
- Food processing plants
- Chemical plants
- Composting operations
- Refineries
- Landfills
- Dairies
- Fiberglass molding facilities

The project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities, and from the temporary storage of typical solid waste (refuse) associated with the proposed project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. Construction odor emissions would be temporary, short term, and intermittent in nature, would cease upon completion of the respective phase of construction, and are thus considered less than significant. It is expected that project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations. The proposed project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the proposed project would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

4. BIOLOGICAL RESOURCES. Would the proposed project:					
	Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?		✓		
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?				✓
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				✓
f)	Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?		✓		

DISCUSSION

A biological technical report (Glenn Lukos Associates 2014a) was prepared to assess potential biological resources–related impacts for the proposed project (see **Appendix 2a**). The following discussion is based on this report.

- a) **Less Than Significant Impact With Mitigation Incorporated.** The project site is characterized as disturbed/developed and does not support any native vegetation types. The majority of the site has been disturbed through past dairy farming and agricultural practices. Vegetation consists of low-growing, weedy annual species. In addition, the property contains a single residence with ornamental trees and shrubs and other associated landscaping.

The City of Eastvale participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The MSHCP designates 146 special-status species as Covered Species, of which the majority have no project-specific survey or conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are consistent with MSHCP requirements.

Database queries identified several special-status species with the potential to occur in the vicinity of the project site. The project site does not support special-status plants due to the highly disturbed nature of the site and the lack of suitable habitat. The project site has the potential to support a number of special-status animals; however, the only species with project-specific MSHCP requirements is burrowing owl. The remaining special-status species with a low potential to occur on-site are covered by the MSHCP without additional survey/conservation requirements. Please refer to Table 4-1 and Table 4-2 in **Appendix 2a** for a summary of the general habitat characteristics required by each species, as well as the potential for each species to occur on the project site.

Habitats on and adjacent to the project site may provide suitable nesting habitat for birds protected under the Migratory Bird Treaty Act and Section 3503.5 of the California Fish and Game Code. The removal of trees/vegetation during construction activities could result in noise, dust, human disturbance, and other direct/indirect impacts to nesting birds on or in the vicinity of the project site. Incorporation of mitigation measure **BIO-1** would ensure that potential impacts to these species are less than significant with mitigation incorporated.

Focused surveys for burrowing owl were conducted in May 2014. Several burrows were observed on-site; however, no burrowing owls or their sign were detected. Though no sign of burrowing owls was found during focused surveys, project implementation may result in the loss of burrowing owls through destruction of active nesting sites and/or incidental burial of adults, young, and eggs should the owls become established on-site. Implementation of mitigation measures **BIO-2** and **BIO-3** would reduce these impacts to a less than significant level.

- b) **No Impact.** Sensitive habitats include (a) areas of special concern to resource agencies; (b) areas protected under CEQA; (c) areas designated as sensitive natural communities by the California Department of Fish and Wildlife (CDFW); (d) areas outlined in Section 1600 of the Fish and Game Code; (e) areas regulated under Section 404 of the federal Clean Water Act; and (f) areas protected under local regulations and policies (MSHCP). No riparian habitat or other sensitive natural communities occur within the project boundaries. The Project site is disturbed due to past and current land uses. The Project site contains an inactive dairy farm, disturbed open fields, and a small portion of a larger dry farming operation located on the property to west. The majority of the site is generally unvegetated, but where vegetated supports non-native and native weedy species, and ornamental landscaping. No sensitive habitats occur onsite; therefore, no impact will occur as a result of the project.
- c) **No Impact.** No waters of the State or waters of the United States occur within the project boundaries; therefore, no impact to federally protected wetlands will occur as a result of the project.
- d) **No Impact.** Wildlife corridors refer to established migration routes commonly used by resident and migratory species for passage from one geographic location to another. Movement corridors may provide favorable locations for wildlife to travel between different habitat areas, such as foraging sites, breeding sites, cover areas, and preferred summer and winter range locations. They

may also function as dispersal corridors allowing animals to move between various locations within their range. The MSHCP addresses wildlife movement at a regional scale through established linkages (corridors) between core habitat areas. No wildlife corridors for resident migratory wildlife species occur on or adjacent to the site. In addition, the project is not located within a Special Linkage Area as defined by the MSHCP. As a result, no impact to the movements of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or the use of native wildlife nursery sites would occur as a result of the proposed project.

- e) **No Impact.** The City of Eastvale’s Municipal Code Chapter 12.24, Tree Removal, aims to protect the native tree canopy in the city. The biological technical report identified ornamental trees and shrubs on site. However, no native trees are growing or were identified on the project site. As such, the project would not conflict with any local policies or ordinances protecting biological resources. No impact will occur.
- f) **Less Than Significant Impact With Mitigation Incorporated.** The MSHCP is a habitat conservation plan and natural community conservation plan to which the City of Eastvale is a permittee (i.e., signatory). Although the project site is located within the MSHCP Plan Area, it is not located in a Criteria Cell. Since the site is not located in a Criteria Cell, there are no conservation requirements on the property. The project site is subject to review for consistency with Section 6.1.2–Protection of Species Associated with Riparian/Riverine Areas and Vernal Pool, Section 6.1.3–Protection of Narrow Endemic Plant Species, Section 6.3.2–Additional Survey Needs and Procedures, and Section 6.1.4–Guidelines Pertaining to the Urban/Wildlands Interface of the MSHCP. A discussion of the proposed project’s consistency with these MSHCP sections follows.

Consistency with MSHCP Section 6.1.2: Section 6.1.2 addresses preservation of riparian, riverine, vernal pool, and fairy shrimp habitats. The project site does not support riverine/riparian habitat or vernal pools. Therefore, no impacts will occur and the project will be consistent with Section 6.1.2 of the MSHCP.

Consistency with MSHCP Section 6.1.3: Section 6.1.3 sets forth survey requirements for certain narrow endemic plants where appropriate soils and habitat are present. The project site is located within the Narrow Endemic Plant Species Survey Area (NEPSSA); however, it does not support habitat for the target species. Therefore, focused surveys are not required. The project would not impact NEPSSA species and as such would be consistent with Section 6.1.3 of the MSHCP.

Consistency with MSHCP Section 6.3.2: Section 6.3.2 sets forth the survey requirements for various plant and animal surveys. The project site is not located within a Criteria Area Species Survey Area. However, the project site is located in an additional survey area for burrowing owl. Focused surveys for burrowing owl were conducted in May 2014. No burrowing owls or their sign were observed during focused surveys; however, suitable burrows were documented on-site and as a result, there is the potential that this species could become established on-site in the future. As such, project-related activities could result in impacts to this species. However, implementation of mitigation measures **BIO-2** and **BIO-3** would ensure that potential impacts to burrowing owls are avoided or mitigated to a less than significant level. Thus, the project would be consistent with Section 6.3.2 of the MSHCP.

Consistency with MSHCP Section 6.1.4: Section 6.1.4 addresses the need for certain projects to incorporate measures to address urban/wildland interfaces in or near the MSHCP conservation area. The project site is not located within or next to any MSHCP conservation areas that would require the need for implementation of the Urban/Wildland Interface Guidelines. Thus, the project would be consistent with Section 6.1.4 of the MSHCP.

A final component of the MSHCP is mitigation fee areas, which are land areas that occur within the MSHCP and require a fee for development activities to occur. These fees are utilized to fund the minimization of impacts to certain endemic species. The proposed project is located within the MSHCP mitigation fee area (Riverside County Ordinance 810.2). A standard condition for the proposed project includes the payment of these fees to comply with the MSHCP.

STANDARD CONDITIONS & REQUIREMENTS

1. The project applicant shall submit fees to the City in accordance with the requirements of the MSHCP Mitigation Fee Ordinance (Chapter 4.62 of the City of Eastvale Municipal Code).

MITIGATION MEASURES

BIO-1 The project applicant shall conduct construction and clearing activities outside of the avian nesting season (September 1–January 14), where feasible. If clearing and/or construction activities occur during the nesting season (January 15–August 31), preconstruction surveys for nesting raptors and migratory birds shall be conducted by a qualified biologist, no more than 14 days before initiation of construction activities. The qualified biologist shall survey the construction zone and a 250-foot radius surrounding the construction zone, where feasible, to determine whether the activities taking place have the potential to disturb or otherwise harm nesting birds.

If an active nest is located within 100 feet (250 feet for raptors) of construction activities, the project applicant shall establish an exclusionary zone (no ingress of personnel or equipment at a minimum radius of 100 feet or 250 feet, as appropriate, around the nest). Alternative exclusionary zones may be established through consultation with the CDFW and the US Fish and Wildlife Service (USFWS), as necessary. The exclusionary zones shall remain in place until all young have fledged or the nest is deemed inactive by a qualified biologist.

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

If construction activities and tree removal are proposed to occur during the non-breeding season (September 1–January 14), a survey is not required, no further studies are necessary, and no mitigation is required.

Timing/Implementation: The project applicant shall incorporate requirements into all rough and/or precise grading plan documents. The project applicant's construction inspector shall monitor to ensure that measures are implemented during construction.

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

BIO-2 Per MSHCP Species-Specific Objective 6, preconstruction presence/absence surveys for burrowing owl shall be conducted by a qualified biologist within 500 feet of the project work areas, where feasible. Surveys shall be conducted for all covered activities through the life of the building permit and will be conducted within 30 days of any vegetation removal or ground disturbance. All occupied burrows will be mapped on an aerial photo. Take of active nests will be avoided during construction. If construction is delayed or suspended for more than 30 days after the survey, the work area shall be resurveyed.

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

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

BIO-3 If burrowing owls are found to be present on-site, the project applicant shall develop a conservation strategy in cooperation with the CDFW and the Regional Conservation Authority in accordance with the CDFW's *Staff Report on Burrowing Owl Mitigation (2012)*.

Timing/Implementation: Prior to any vegetation removal or ground-disturbing activities

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

With implementation of mitigation measures **BIO-1** through **BIO-3** and adherence to the standard conditions and requirements, which includes the payment of MSHCP Mitigation Fees, the project complies with the requirement of the MSHCP and the Migratory Bird Treaty Act. Compliance with the MSHCP will reduce any impacts to less than significant with the mitigation incorporated.

5. CULTURAL RESOURCES. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?			✓	
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?		✓		
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d)	Disturb any human remains, including those interred outside of formal cemeteries?			✓	

DISCUSSION

A historic resources assessment (LSA Associates 2014b) was prepared to assess potential cultural resources–related impacts for the proposed project (see **Appendix 3a**). The following discussion is based on this report.

- a) **Less Than Significant Impact.** LSA Associates conducted a historic architecture assessment of the proposed project site to determine whether historical resources, as defined by CEQA, were identified within or adjacent to the project area. The structures evaluated were a historic-period residence and a milk parlor, both located on Harrison Avenue.

Based on the research conducted by LSA, the historical structure and milk parlor buildings do not meet the California Register of Historic Resources criteria because the structures have gone through several modern alterations since being built circa 1963 and therefore lack integrity of design, setting, association, workmanship, materials, and feeling. Because the property does not meet the criteria for listing in the California Register, it is not considered a historical resource as defined by CEQA. As such, impacts to historical structures are less than significant.

- b) **Less Than Significant Impact With Mitigation Incorporated.** LSA Associates (2014a) prepared an archaeological assessment survey for this project that included a records search (conducted by LSA archaeologist Gini Austerman at the Eastern Information Center at the University of California, Riverside) and a subsequent pedestrian survey (LSA archaeologist Ivan Strudwick surveyed the project area by walking the perimeter of the project area and also surveyed those areas where fertilizer did not completely obscure the natural ground surface) to determine whether any archaeological resources are present within the project area. A copy of the survey is provided in **Appendix 3b**.

The records search also showed that the current project area was previously surveyed twice, partially by Macko et al. in 1983 and more completely by Hoffman et al. in 2012. The Hoffman

survey resulted in recording the entire project area as a dairy, P-33-020288.¹ The records search also showed that four cultural resource studies have been conducted. These include a linear water line survey to the south and east; a survey of a 38-acre parcel of land on the south side of Limonite Avenue; and water, sewer, and desalter line surveys along the north side of the project area where the channelized drainage currently exists. No archaeological resources were recorded as a result of these surveys.

Information from the Riverside County Assessor's Office indicated that there was some sort of structure constructed on the property as early as 1936, which was then improved upon in 1942. The Riverside County Assessor indicated that records show a 1,539-square-foot single-family residence on the property in 1942. It may have had an attached 486-square-foot garage; no date was listed for the garage. According to records, the house was remodeled in 1963. However, 1938, 1948, and 1959 aerials do not show any extant buildings on the parcel. It is not until 1967 that the dairy residence, milk parlor, and large circular pen for cattle appear along the west side of Harrison Avenue. A 1979 aerial photograph shows little change in the property from 1967 to 1979. A 2005 aerial photo shows three east-west-oriented 20- to 30-foot-deep elongated pits at the south end of the property. The subsequent pedestrian survey confirmed that the property remained unchanged from its original use, although the milking portion of the dairy facility has been vacant since October 2013. The survey demonstrated that no changes to the property have been made since the 2012 survey. However, although the archaeological assessment did not identify archaeological resources on the project site, excavations could occur in association with development of the proposed project that could affect archaeological resources buried on the project site. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown archaeological resources within the project boundaries. Unanticipated and accidental archaeological discoveries during project implementation have the potential to affect archaeological resources. As such, future development proposed by the project would require the implementation of mitigation measures **CUL-1** through **CUL-4** to reduce impacts to levels less than significant.

State law requires the City to consult with California Native American tribes before amending the General Plan. As such, consultation with relevant tribes was completed, in accordance with Senate Bill (SB) 18. The Native American Heritage Commission (NAHC) was contacted on February 2, 2015, (**Appendix 3c**) to conduct a Sacred Lands File search to determine whether any Native American cultural resources exist within the project area. The NAHC responded on February 24, 2014 (**Appendix 3c**) with the names of 11 tribes in proximity to the proposed project site required to be consulted as part of the SB 18 process. The individuals/groups representing local Native Americans were contacted for information regarding cultural resources that could be impacted by the project. A consultation letter was sent to the 11 tribes on March 3, 2015 (**Appendices 3d through 3n**). No responses were received from any of the tribes that were sent the letters before this IS/MND was released for public review.

- c) **Less Than Significant Impact With Mitigation Incorporated.** The potential impact for paleontological resources is determined to be high for Pleistocene-age vertebrate fossils (RCLIS 2014), and the project site has not been investigated by a professional paleontologist. Excavations could occur in association with development of the site that could affect paleontological

¹ The dairy was evaluated per CEQA under separate cover in the historic resources assessment prepared by LSA in April 2014. Department of Parks and Recreation forms are attached to that report.

resources. Therefore, it is possible that project-related ground-disturbing activities could uncover previously unknown paleontological resources within the project boundaries. Unanticipated and accidental paleontological discoveries during project implementation have the potential to affect significant paleontological resources. Any future development on this project site would require, at a minimum, mitigation measure **CUL-5** to reduce impacts on paleontological resources.

- d) **Less Than Significant Impact.** Although no human remains have been identified on the project site, implementation of the proposed project would include ground-disturbing construction activities that could result in the inadvertent disturbance of currently undiscovered human remains. Procedures of conduct following the discovery of human remains on nonfederal lands are mandated by Health and Safety Code Section 7050.5, by Public Resources Code Section 5097.98, and by CEQA in California Code of Regulations Section 15064.5(e). According to these provisions, should human remains be encountered, all work in the immediate vicinity of the burial must cease and any necessary steps to ensure the integrity of the immediate area must be taken. The remains are required to be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. The Riverside County Coroner would be immediately notified, and the coroner would then determine whether the remains are Native American. If the coroner determines the remains are Native American, the coroner has 24 hours to notify the Native American Heritage Commission, which will in turn notify the person identified as the most likely descendant (MLD) of any human remains. Further actions would be determined, in part, by the desires of the MLD, who has 24 hours to make recommendations regarding the disposition of the remains following notification from the NAHC of the discovery. If the MLD does not make recommendations within 24 hours, the owner is required, with appropriate dignity, to reinter the remains in an area of the property secure from further disturbance. Alternatively, if the owner does not accept the MLD's recommendations, the owner or the descendant may request mediation by the Native American Heritage Commission. Any discovery of human remains within the project site would be subject to these procedural requirements, which would reduce impacts associated with the discovery/disturbance of human remains to a less than significant level.

STANDARD CONDITIONS & REQUIREMENTS

1. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the county coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within a reasonable time frame. Subsequently, the Native American Heritage Commission shall identify the "most likely descendant." The most likely descendant shall then make recommendations and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

MITIGATION MEASURES

- CUL-1** If during grading or construction activities cultural resources are discovered on the project site, work shall be halted immediately within 50 feet of the discovery and the resources shall be evaluated by a qualified archeologist and the 11 tribes consulted with through the SB-18 process (**Appendices 3c** and **Appendices 3d through 3n**). Any unanticipated cultural resources that are discovered shall be evaluated and a final report prepared by the qualified archeologist. The report shall include a list of the resources discovered, documentation of each site/locality, and

interpretation of the resources identified, and the method of preservation and/or recovery for identified resources. In the event the significant resources are recovered and if the qualified archaeologist and the Tribe determine the resources to be historic or unique, avoidance and/or mitigation would be required pursuant to and consistent with CEQA Guidelines Sections 15064.5 and 15126.4, Public Resources Code Section 21083.2, and the Cultural Resources Treatment and Monitoring Agreement required by mitigation measure **CUL-4**.

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

Timing/Implementation: Implemented during ground-disturbing activities

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

- CUL-2** The landowner shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts, that are found on the project site to the appropriate Tribe for proper treatment and disposition.

Timing/Implementation: Implemented during ground-disturbing activities

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

- CUL-4** At least 30 days prior to seeking a grading permit, the applicant shall coordinate with the City to develop a Cultural Resources Treatment and Monitoring Agreement. The agreement shall address the treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the project site; designation, responsibilities, and participation of Native American Tribal monitors during ground-disturbing activities; project grading and development scheduling; and terms of compensation. If subsurface archaeological resources are discovered during grading related to development associated with the project, the project applicant, the project archaeologist, and the appropriate Tribe(s) shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources, in accordance with the Cultural Resources Treatment and Monitoring Agreement. If the parties cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City's Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the appropriate Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the City of Eastvale (Planning Commission and City Council).

Timing/Implementation: Implemented during ground-disturbing activities

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

- CUL-5** If paleontological resources are encountered during grading or project construction related to development contemplated in association with the proposed project, all work in the area of the find shall cease. The project applicant shall notify the City of Eastvale, and a qualified paleontologist shall evaluate the finds and recommend appropriate next steps to ensure that the resource is not substantially adversely impacted, including but not limited to avoidance, preservation in place, excavation, documentation, curation, data recovery, or other appropriate measures. The qualified paleontologist shall make recommendations as to the paleontological

resource's disposition to the City's Planning Director. The project applicant shall pay for all required treatment and storage of the discovered resources.

Timing/Implementation: Implemented during ground-disturbing activities

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of the mitigation measures **CUL-1** through **CUL-5** would ensure that any cultural, archaeological, and paleontological resources inadvertently discovered during project construction activities would be protected consistent with the Cultural Resources Treatment and Monitoring Agreement and with the recommendations of a qualified paleontologist.

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

DISCUSSION

a)

- i) **No Impact.** The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault ruptures that damaged numerous homes, commercial buildings, and other structures. Surface rupture is the most easily avoided seismic hazard (CGS 2014). An “active” fault is one that shows displacement within the last 11,000 years and therefore is considered more likely to generate a future earthquake. The 1994 Alquist-Priolo Earthquake Fault Zoning Act requires the California State Geologist to establish regulatory zones (now known as Earthquake Fault Zones; prior to

January 1, 1994, these zones were known as Special Studies Zones) around the surface traces of active faults that pose a risk of surface ground rupture and to issue appropriate maps in order to mitigate the hazard of surface faulting to structures for human occupancy. The closest mapped active fault that could affect the site is the Chino-Central Avenue fault, located approximately 6 miles west of the subject site. The Chino-Central Avenue fault is capable of producing a maximum moment magnitude (Mw) of 6.7. Other known regional active faults that could affect the site include the Whittier, Elsinore-Glen Ivy, San Jose, Cucamonga, Sierra Madre, San Jacinto-San Bernardino segment, and Puente Hills faults. The largest fault in Southern California, the San Andreas Fault System, is located approximately 20 miles northeast of the site. No active or potentially active faults have been previously mapped across the project site, and the site is not located within a current Alquist-Priolo Earthquake Fault Zone (Bryant and Hart 2007). The potential for fault ground rupture at the site is considered very low. Although no active faults traverse the project site, all new development and redevelopment would be required to comply with the requirements of the Alquist-Priolo Fault Zoning Act as well as the California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Additionally, the City of Eastvale codifies the Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code Section 2621 et seq.). As such, no impacts would result with regard to this issue area.

- ii) **Less Than Significant Impact With Mitigation Incorporated.** The site is located in Southern California, which is an active seismic area. A large number of earthquakes are recorded each year in Southern California. The proposed development is located in the Chino Basin in the northern portion of the Peninsular Range geomorphic province of California. Major structural features surround the region, including the Cucamonga fault and the San Gabriel Mountains to the north, the Chino fault and the Puente Hills and Chino Hills to the southwest, and the San Jacinto fault to the east. In addition, this is an area of large-scale crustal disturbance as the relatively northwestward-moving Peninsular Range Province collides with the Transverse Range Province (San Gabriel Mountains) to the north. Several active or potentially active faults have been mapped in the region and are believed to accommodate compression associated with this collision. The site is located approximately 6 miles east of the Chino-Central Avenue Fault Zone, and it is generally located approximately 13 miles south of the Cucamonga Fault Zone. This is a major active fault zone forming the steep escarpment between the San Gabriel Mountains to the north and the basin floor on the south. As such, based on the potential for seismic activity in proximity to the project site, implementation of mitigation measure **GEO-1** is required to reduce any impacts to less than significant levels.

- iii) **Less Than Significant Impact With Mitigation Incorporated.**

Liquefaction (Above Groundwater). The project site is located in an area mapped with a very high potential for liquefaction within the Riverside County Land Information System (RCLIS 2014). A geotechnical investigation conducted by CHJ (dated January 18, 2005; **Appendix 3c**) included a liquefaction analysis based on boring data and laboratory testing. The analysis concluded that the potential for on-site liquefaction is considered low. However, the project site is located in an area mapped with a very high potential for liquefaction (RCLIS 2014), and additional analysis conducted by Leighton and Associates (2013a) determined that the potential for liquefaction-related damage at the site may be greater than indicated by the previous study. As such, the project is subject to mitigation measure **GEO-2**, which requires an additional liquefaction analysis to determine on-site liquefaction potential. If a subsequent liquefaction analysis determines that on-site liquefaction potential is high, recommendations will be incorporated into the project design to prevent hazards

associated with liquefaction. In the presence of strong ground motion, liquefaction hazards are likely to occur in saturated, cohesionless soils. Common methods to reduce or eliminate liquefaction potential include densification methods removal and replacement or permanent dewatering. Therefore, implementation of mitigation measure **GEO-2** is required to reduce associated impacts to levels less than significant.

Seismically Induced Settlement (Below Groundwater). Settlement occurs primarily in loose to moderately dense, dry or saturated granular soil. Settlement caused by ground shaking is often non-uniformly distributed, which can result in differential settlement. Leighton and Associates (2013b; **Appendix 4b**) performed analyses to estimate the seismically induced settlement potential at the project site based on boring data collected by CHJ in 2005. The result of that analysis concluded that the potential total settlement resulting from seismic is considered low to moderate. The potential total settlement resulting from seismic loading was estimated to be on the order of 5 inches. The potential seismically induced differential settlement was estimated to be half of the total settlement over a horizontal distance of 40 feet (Leighton and Associates 2013b). Leighton and Associates concluded that seismic settlement may be underestimated in the testing conducted by CHJ in 2005, and any potential settlement may require additional construction and design measures to prevent associated impacts. As such, mitigation measure **GEO-3** would reduce or prevent the potential hazards associated with settlement. Hazards associated with seismic settlement include collapse or partial collapse of a structure. Therefore, implementation of **GEO-3** is required to reduce the potential for structural damage associated with seismic settlement to levels less than significant.

- iv) **No Impact.** According to the RCLIS (2014), the site is generally flat without significant slopes and is located in an urbanized area of the city. As such, this site is not considered susceptible to static slope instability or seismically induced landslides. No impact will occur from slope instability or landslides.

- b) **Less Than Significant Impact.** Construction of the project would entail some earthwork. Construction activities would include clearing the site of debris and/or vegetation, soil excavation, grading, asphalt paving, building construction, and landscaping. However, all demolition and construction activities related to the proposed project would be subject to compliance with the California Building Standards Code (CBSC). Additionally, all allowed development associated with the proposed project would be subject to compliance with the requirements set forth in the National Pollutant Discharge Elimination System (NPDES) Storm Water General Construction Permit for construction activities (discussed in further detail in subsection 9, Hydrology and Water Quality, of this IS/MND). Compliance with the CBSC and the NPDES would minimize effects from erosion and ensure consistency with the Water Quality Control Plan of the Santa Ana Regional Water Quality Control Board (1995), which establishes water quality standards for the groundwater and surface water of the region. Additionally, the project applicant will be required to comply with Chapter 14.12, Stormwater Drainage System Protection Regulations, of the City of Eastvale Municipal Code, which requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality. The displacement of soil through cut and fill will be controlled by Chapter 33 of the 2013 California Building Standards Code relating to grading and excavation, other applicable building regulations, and standard construction techniques; therefore, there will be no significant impact.

Further, a stormwater pollution prevention plan (SWPPP) would be required as part of the grading permit submittal package. The SWPPP provides a schedule for the implementation and maintenance of erosion control measures and a description of the erosion control practices,

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

The City routinely requires the submittal of detailed erosion control plans with any grading plans. The implementation of this standard requirement is expected to address any erosional issues associated with grading and overexcavation of the site. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rules 403 and 1166. The following erosion control features associated with SCAQMD rules utilized during remedial activities would be employed: covering stockpiles with plastic sheeting; covering loaded soils with secured tarps; prohibiting work during periods of high winds; and watering exposed soils during construction. Further, in accordance with Clean Water Act and NPDES requirements, water erosion during construction would be minimized by limiting certain construction activities to dry weather, covering exposed excavated dirt during periods of rain, and protecting excavated areas from flooding with temporary berms. As a result, impacts associated with soil erosion are considered less than significant with the implementation of the necessary erosion and runoff control measures required as part of the approval of a grading plan.

- c) **Less Than Significant Impact With Mitigation Incorporated.** Based on review of pertinent geotechnical literature, the previous geotechnical investigation (CHJ 2005), and observations of the tests pits excavated by Leighton and Associates (2013a; **Appendix 4b**) on-site, the property is underlain by alluvial soils generally consisting of fine-grained silty sand and sandy silt. Occasional thin layers of poorly graded sand were also reported by CHJ in the borings drilled in the area. The alluvial soil was typically soft or loose in the upper 5 to 10 feet. Uncontrolled artificial fill was observed on-site as uncompacted stockpiles and fill soils placed in agricultural and corral areas. CHJ described the upper 30 inches of soils as being disturbed by dairy operations, and up to 5 feet of uncontrolled artificial fill was observed in the borings and excavations on-site. Manure and organic-rich soil is present across most of the property and is associated with the dairy activities on-site. The study conducted by Leighton and Associates (2013a) noted pure manure or nearly pure manure in corral and field areas. In most areas, the manure was about 6 to 8 inches in thickness, although up to 20 inches was noted in some areas. Manure and organic-rich soil was also observed in one of the three ponds accessed in the southern portion of the site. Over 4.5 feet of manure and organic-rich material was observed in this pond. The manure extended below the depth of the excavation. Thick accumulations of organic material are anticipated in the pond area and the other ponds. A large stockpile of manure is present in the southwest portion of the site. Organic-rich soil, soil mixed with manure or other organic materials, was observed below the manure. This material ranged in thickness from a few inches to more than 2 feet. Building on soil with a high organic content is inadvisable, as it is difficult to obtain sufficient compaction to support foundations and the soil will settle as the organic material decays. The dairy owner is beginning the process of removing manure from the project site. However, due to the thickness of manure piles on the site, additional mitigation measures are required to reduce impacts to levels

less than significant. Therefore, implementation of mitigation measure **GEO-4** is required. Implementation of **GEO-4** includes the removal of all manure and organic-rich soils. Also, as an alternative to removing all of the manure and organic-rich soil, the applicant may mix a portion (an organic soil range of 5 percent or less) of the organic-rich soil with clean soils (Leighton and Associates 2013a).

Soil Compressibility. Soil compressibility refers to a soil's potential for settlement (or decrease in volume) when subjected to increased loads such as from a fill surcharge. Based on the preliminary geotechnical investigation performed for the proposed project (Leighton and Associates 2013b), the project site has near-surface, loose, moderately compressible alluvial soils. However, any future development proposed on this project site would require, at a minimum, the implementation of mitigation measure **GEO-4**, which includes the removal and recompaction of existing soils that are not manure and organic rich. As previously discussed, compacting organic-rich soils is inadvisable, as it is difficult to obtain sufficient compaction to support foundations and the soil will settle as the organic material decays. Implementation of mitigation measure **GEO-4** would reduce impacts to levels less than significant.

Subsidence. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes. According to the RCLIS (2014), the proposed project site is located in an area susceptible to subsidence. All development would be required to comply with Chapter 33 of the California Building Standards Code related to grading and excavation, other applicable building regulations, and standard construction techniques. The displacement of soil through cut and fill will be controlled by CBSC Chapter 33 related to grading and excavation. Modern engineering practices and compliance with established building standards, including the CBSC, which require special design and construction methods, will reduce impacts to a less than significant level. Further, any future development on this project site would require the implementation of mitigation measure **GEO-1**, which requires the applicant to incorporate the recommendations of the approved geotechnical study into the project site plans. As such, impacts associated with this issue area are less than significant.

- d) **Less Than Significant Impact With Mitigation Incorporated.** Expansive soils contain significant amounts of clay particles that swell considerably when wetted and shrink when dried. Foundations constructed on these soils are subjected to large uplifting forces caused by the swelling. Without proper measures taken, heaving and cracking of both building foundations and slabs-on-grade could result. Based on the Leighton and Associates (2013b) review of geotechnical literature, the alluvial soils on-site are expected to have very low to low expansion potential. However, based on the potential for soils with a medium expansion potential to be present locally, additional expansion index testing should be conducted during site development. Therefore, implementation of mitigation measure **GEO-5** is required for impacts to be less than significant.
- e) **No Impact.** The proposed project would be served by the municipal sewer system of the Jurupa Community Services District (JCS D) and would therefore have no need for a septic system. No impacts are identified for this issue area.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

GEO-1 The project applicant shall incorporate the recommendations of the geotechnical investigation dated January 18, 2005, prepared by CHJ; the geotechnical due diligence review and manure investigation dated November 20, 2013, prepared by Leighton and Associates (as amended or updated); and the geotechnical exploration dated December 12, 2013, prepared by Leighton and Associates (as amended or updated) into project plans related to the proposed project. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, pipeline excavation, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

GEO-2 Prior to the issuance of any grading or building permit, the project applicant shall submit a subsequent liquefaction and seismic settlement study to the City of Eastvale for review and approval. The liquefaction and seismic settlement study shall be prepared by a qualified engineer and identify grading and building practices necessary to ensure stable building conditions. The project applicant shall incorporate the recommendations of the approved project-level liquefaction and seismic settlement study into project plans as directed by the City Engineer. The project's building plans shall demonstrate that they incorporate all applicable recommendations of the liquefaction study and comply with all applicable requirements of the latest adopted version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering, structural foundations, and installation. All on-site soil engineering activities shall be conducted under the supervision of a licensed geotechnical engineer or certified engineering geologist.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

GEO-3 To prevent the potential for damage associated with seismic settlement on-site, each residence shall be constructed on stiffened foundations. Additionally, each structure shall be constructed with a post-tensioned or mat foundation that is designed to tolerate 2 inches of differential settlement over a horizontal distance of 40 feet.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

GEO-4 The applicant shall remove and dispose of all manure and organic-rich soils that are currently found on the site to an approved off-site location as detailed in the Geotechnical Due Diligence Review and Manure Investigation Study conducted by Leighton and Associates (2013a), as

amended or updated. As an alternative to removing all of the manure and organic-rich soil, the applicant may mix a portion (an organic soil range of 5 percent or less) of the organic-rich soil with clean soils (Leighton and Associates 2013a). Additionally, the applicant shall remove the upper 12 inches of soil found below the manure and dispose of the soil at an approved off-site location.

Timing/Implementation: *Implemented prior to construction activities*

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

GEO-5 To prevent the potential for damage associated with expansion potential, additional expansion testing shall be conducted during site development. If the results of expansion testing indicate moderate to highly expansive soils, the applicant shall ensure that those soils are pre-saturated to a moisture content and depth specified by the geotechnical engineer, thereby “pre-swelling” the soil prior to constructing the structural foundation or hardscape. This method shall be used in conjunction with a layer of imported nonexpansive fill material placed directly below foundations and slabs to control seasonal moisture fluctuations. In addition, stronger foundations (as described in mitigation measure **GEO-3**), such as rigid mat or grid footing foundations, which can resist small ground movements without cracking, shall be constructed.

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

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Adherence to the City of Eastvale Municipal Code for grading (Section 130.08.040) and implementation of mitigation measures will ensure that the design and construction of the project is consistent with the requirements of the CBSC and best practices for soils prone to liquefaction and expansion, reducing impacts to less than significant.

7. GREENHOUSE GAS EMISSIONS. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			✓	
b)	Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

DISCUSSION

A greenhouse gas emission analysis (Urban Crossroads 2014b) was completed to determine potential greenhouse gas-related impacts for the proposed project (see **Appendix 4c**). The following discussion is based on this analysis.

a) **Less Than Significant Impact.** Construction and operation of project development would generate greenhouse gas (GHG) emissions, with the majority of energy consumption and associated generation of GHG emissions occurring during the project’s operation (as opposed to during its construction). During project construction, GHGs would be emitted through the operation of construction equipment and from worker and vendor vehicles, each of which typically uses fossil-based fuels to operate. The combustion of fossil-based fuels creates GHG emissions such as carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Furthermore, CH₄ is emitted during the fueling of heavy equipment. Operational activities associated with the proposed project will result in emissions of CO₂, CH₄, and N₂O from the following primary sources:

- Area source emissions
- Energy source emissions
- Mobile source emissions
- Solid waste
- Water supply, treatment, and distribution

Area sources would result in GHG emissions generated from the combustion of wood or biomass and are considered biogenic emissions of CO₂. However, the project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development. Another area source includes landscape maintenance equipment, which would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawn mowers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain landscaping.

Energy source GHG emissions are emitted from buildings as a result of activities for which electricity and natural gas are typically used as energy sources. Combustion of any type of fuel emits CO₂ and other GHG emissions directly into the atmosphere; these emissions are considered direct emissions associated with a building. GHGs are also emitted during the generation of electricity from fossil fuels; these emissions are considered indirect emissions.

GHG emissions would also result from mobile sources associated with the project. These mobile source emissions will result from the typical daily operation of motor vehicles by residents and visitors. Project mobile source emissions are dependent on overall daily vehicle trip generation. Project trip characteristics are derived from the traffic impact analysis (Urban Crossroads 2014d) prepared for the project.

Residential land uses would result in the generation and disposal of solid waste. A large percentage of this waste would be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. GHG emissions from landfills are associated with the anaerobic breakdown of material.

Indirect GHG emissions result from the production of electricity used to convey, treat, and distribute water and wastewater. The amount of electricity required to convey, treat, and distribute water depends on the volume of water as well as the sources of the water. Unless otherwise noted, CalEEMod default parameters were used.

Pursuant to the methodology in establishing thresholds utilized in the City of Eastvale General Plan EIR, the interim SCAQMD-recommend threshold of 4.8 metric tons of CO₂e per service population (employees + residents) per year in 2020 is used to assess the significance of GHGs.

The anticipated GHG emissions during project construction and operation are shown in **Table 7-1**. As shown, GHG emissions projected to result from both construction (amortized over 30 years per SCAQMD guidance) and operation of the proposed project would not exceed the SCAQMD greenhouse gas threshold. The impact is therefore considered less than significant.

**Table 7-1
Total Project Greenhouse Gas Emissions (Annual) (Metric Tons per Year)**

Emission Source	Total CO₂e (metric tons per year)
Annual construction-related emissions amortized over 30 years	76.65
Area	85.43
Energy	1,159.46
Mobile	3,979.47
Waste	176.07
Water Usage	118.32
Total CO₂e (All Sources)	5,595.40
Service Population	1,297 ²
Metric Tons CO₂e/Service Population/Year	4.31
Metric Tons CO ₂ e/Service Population/Year Threshold	4.8
Significant?	NO

Source: Urban Crossroads 2014b

² Population calculated using an average of 3.93 persons per dwelling unit (Decennial Census, US Census Bureau).

- b) **Less Than Significant Impact.** Eastvale is a member agency of the Western Riverside Council of Governments (WRCOG), which coordinated a subregional Climate Action Plan (CAP) process on behalf of its member agencies. The WRCOG Subregional Climate Action Plan (2014) establishes a community-wide emissions reduction target of 15 percent below 2010 levels, following guidance from CARB and the Governor’s Office of Planning and Research. CARB and the California Attorney General have determined this approach to be consistent with the statewide Assembly Bill (AB) 32 goal of reducing emissions to 1990 levels by the year 2020. Progress toward achieving the 2020 emissions reduction target will be monitored over time through preparation of an annual memorandum documenting program implementation and performance. Following each annual report, WRCOG and the participating jurisdictions may adjust or otherwise modify the strategies to achieve the reductions needed to reach the target. Such adjustments could include more prescriptive measures, reallocation of funding to more successful programs, and modifications to the 2020 business-as-usual emissions projection and reduction target based on revised population, housing, and employment growth estimates. Additionally, there will be a comprehensive inventory update prior to 2020 to track overall progress toward meeting the GHG reduction target.

To meet emissions reduction targets, the CAP considers existing programs and policies in the subregion that achieve GHG emissions reductions in addition to new GHG reduction measures. Several measures apply to participating jurisdictions in western Riverside County uniformly because they respond to adoption of a state law (e.g., the Low Carbon Fuel Standard) or result from programs administered at the discretion of a utility serving multiple jurisdictions (e.g., utility rebates). For other more discretionary measures, participating jurisdictions, including the City of Eastvale, have voluntarily committed to a participation level that could be implemented in the community. For example, the City has agreed to plant 2,000 new shade trees by the year 2020 (CAP Measure E-3), increase the amount of bike lanes in the city by 10 percent compared with existing conditions (CAP Measure T-1), increase bicycle parking (CAP Measure T-2), promote transportation demand management (TDM) strategies to existing businesses (CAP Measure T-4), increase fixed-route bus service by 10 percent compared with existing conditions (CAP Measure T-5), synchronize traffic signals (CAP Measure T-7), achieve a 5 percent increase in community-wide household and employment density over baseline conditions by 2020 (CAP Measure T-8), increase the jobs/housing ratio in the city by 25 percent (CAP Measure T-9), offer high frequency transit service within two corridors (CAP Measure T-13), provide residential green bins for the collection and transport of organic waste for compost (CAP Measure SW-1), and provide community outreach about benefits of food scrap and compostable paper collection with information about at-home composting (CAP Measure SW-2). No aspects of the project would inhibit these goals; therefore, the project would not be considered to conflict with the CAP.

The City is also subject to compliance with the Global Warming Solutions Act (AB 32), codified at Health and Safety Code Sections 38500, 38501, 28510 (repealed), 38530, 38550, 38560, 38561–38565, 38570, 38571, 38574, 38580, 38590, and 38592–38599. AB 32 is a legal mandate requiring that statewide GHG emissions be reduced to 1990 levels by 2020. In adopting AB 32, the legislature determined the necessary GHG reductions for the state to make in order to sufficiently offset its contribution to the cumulative climate change problem to reach 1990 levels. As identified in Issue a) above, the proposed project would not surpass the SCAQMD’s recommended GHG significance threshold, which was prepared with the purpose of complying with the requirements of AB 32. This threshold was developed based on evidence that such thresholds represent quantitative levels of GHG emissions, compliance with which means that the environmental impact of the GHG emissions will normally not be cumulatively considerable under CEQA.

Compliance with such thresholds will be part of the solution to the cumulative GHG emissions problem, rather than hinder the State's ability to meet its goals of reduced statewide GHG emissions under AB 32. Therefore, the proposed project would not conflict with AB 32. This impact is less than significant.

STANDARD CONDITIONS & REQUIREMENTS

1. The project would be required to comply with SCAQMD Rule 445, which prohibits the use of wood-burning stoves and fireplaces in new development.

MITIGATION MEASURES

None required.

8. HAZARDS AND HAZARDOUS MATERIALS. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?		✓		
b)	Create a significant hazard to the public or the environment through reasonable foreseeable upset and accident conditions involving the release of hazardous materials into the environment?		✓		
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓
h)	Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

DISCUSSION

Leighton and Associates prepared a Phase I and Limited Phase II Environmental Site Assessment (ESA) (2013c) and an additional pesticide assessment (2014b) were prepared for the project site in November 2013 and March 2014, respectively (see **Appendices 6a** and **6b**). The Phase I and Limited Phase II ESAs

consisted of historical property use research, a regulatory agency records search, property owner interviews, and site reconnaissance to identify potential recognized environmental conditions on the project site. The Phase I and Limited Phase II ESAs assess the soil throughout the subject site for the presence of organochlorine pesticides (OCPs) and arsenic due to historical agricultural use, assess the existing structures for lead and termiticides, and characterize stockpiles observed in the northeastern and southwestern portions of the subject site for proper reuse or disposal. The additional pesticide assessment used soil borings to conduct assessment of the western and southeastern agricultural fields of the site for the presence of OCPs and arsenic in the near-surface soil. Based on the Phase I ESA, three structures are located on-site: one single-story residence, one milking barn and maintenance shed, and one feed barn. Numerous milking cow and heifer corrals are located throughout the subject site. Five shade structures are located in the corrals to provide shade for the milking cows. One inoperable motor home, presumably used as a residence, is located in the northeast portion of the subject site.

a, b) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project site was in active agricultural production and used as a dairy in the past and present. Typical agricultural practices include the use of pesticides and the application of chemical fertilizers. Based on the studies conducted by Leighton and Associates (2013c), the following were found on the proposed project site:

- Soil in the upper 2 feet of soil surrounding the residence is impacted with aldrin, chlordane, and dieldrin at concentrations above the residential California Human Health Screening Levels (CHHSLs) and Regional Screening Levels (RSLs).
- Asbestos-containing materials (ACM) were present in several building materials located on the project site.
- Two groundwater wells.

It should be noted that the onsite structures (milking barn, maintenance shed, feed barn, and residence) were tested for lead-based paint (LBP) and lead was detected in the soil samples collected at the structures. However, the concentrations are below the applicable screening levels at those locations. Additional sources of lead include porcelain or ceramic materials found onsite possibly associated with the structures. However, no paint surfaces were identified as either LBP or lead containing paint (LCP). Although unlikely, there is a potential that lead containing/coated materials may be uncovered during demolition and construction activities. Therefore, mitigation measure **HAZ-1** is required to reduce impacts to levels less than significant.

With regard to the groundwater wells located on-site, the applicant is responsible for ensuring proper abandonment in accordance with the California Department of Water Resources (DWR) Water Well Standards (Section 23, Requirements for Destroying Wells) and requirements for destroying wells.

The only routine transport, use, disposal, or accidental release of hazardous materials associated with the project involves the removal of existing pesticides and ACMs currently found on-site. Hazards associated with the potential exposure of these materials can be serious if the materials are not properly disposed of. Although removal of hazardous materials is regulated by federal, state, and local agencies, specific requirements have been outlined in the Phase I and Limited Phase II ESAs. As such, mitigation measure **HAZ-2** is required to reduce impacts associated with these materials to levels less than significant.

It should be noted that the subsequent additional pesticide assessment conducted by Leighton and Associates (2014b) found two additional OCPs: 4,4-DDE (dichlorodiphenyldichloroethylene, commonly referred to as DDE, a breakdown product of DDT) and heptachlor epoxide, both detected at maximum concentrations of 0.002 milligrams per kilogram (mg/kg) and 0.001 mg/kg, respectively, in the soil samples collected at a depth of 0.5 feet below grade surface (bgs). Additionally, arsenic was detected above the laboratory reporting limit in the six soil samples analyzed from 0.5 feet bgs at concentrations of ranging between 0.513 mg/kg and 1.08 mg/kg. Although the two OCPs and arsenic were detected above the laboratory reporting limits in the soil samples collected from the project site, concentrations of organochlorine pesticides in soil did not exceed their respective CHHSLs or RSLs for residential land use, and concentrations of arsenic did not exceed the California Department of Toxic Substances Control's Southern California background concentration. Therefore, the presence of OCPs and arsenic in the western and southeastern agricultural field does not present a human health risk to future occupants of the site, and additional assessment is not warranted. Impacts associated with these materials are considered less than significant.

Operation of the proposed project would not involve the use or storage of hazardous substances other than the small amounts of pesticides, fertilizers, and cleaning agents required for normal maintenance of the structures and landscaping. However, such activities during operation would be subject to federal, state, and local health and safety requirements. The storage, handling, and disposal of hazardous materials are regulated by the US Environmental Protection Agency (EPA), the Occupational Safety and Health Administration (OSHA), and the Riverside County Environmental Health Department. The Riverside County Environmental Health Department issues permits to and conducts inspections of businesses that use, store, or handle quantities of hazardous materials and/or waste greater than or equal to 55 gallons or 500 pounds, or 200 cubic feet of compressed gas, at any time. The department also implements the Hazardous Material Management Plans (Business Emergency Plans) that include an inventory of hazardous materials used, handled, or stored at any business in Eastvale. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials during operations. Impacts would be less than significant.

- c) **No Impact.** No schools are located, or proposed to be located, within one-quarter mile (1,320 feet) of the project site. The proposed project is a planned residential development. The nearest public school is Rosa Parks Elementary School, located approximately 1.7 miles southeast of the project site (Google Earth 2014). The proposed project will not emit hazardous emissions or handle hazardous or acutely hazardous material within one-quarter mile of a school. No impacts are expected.
- d) **Less Than Significant Impact.** The project site is not located on the State of California Hazardous Waste and Substances Sites List of sites published by the California Department of Toxic Substances Control (DTSC) (2014). The site is not a land use associated with hazardous materials. The project site is not known or anticipated to have been contaminated with hazardous materials, and no hazardous material storage facilities are known to exist on-site. Therefore, the project would not result in any significant impacts associated with hazardous materials sites.
- e, f) **Less Than Significant Impact.** The proposed project is located in proximity to the Chino Airport and is in Chino Airport Influence Area, Compatibility Zone D (County of Riverside 2008), which is regulated by the Riverside County Airport Land Use Commission (RCALUC) for airport compatibility requirements. Based on a staff report dated October 9, 2014 (**Appendix 6b**), RCALUC staff

recommended to the City of Eastvale a finding of consistency for the General Plan Amendment and Change of Zone and an inconsistency subject to conditions for Tentative Tract Map (TTM) 36775 and the Master Development Plan (MDP) because the project does not strictly comply with the requirements for 10 percent open area based on gross acreage, based on countywide Policy 3.3.6. However, the commission considered a finding of consistency for TTM 36775 and the MDP for the existing Southern California Edison easement as adequate provision of open space; therefore, the project meets the requirements in countywide Policy 3.3.6. Additionally, in a development review (letter dated October 20, 2014; **Appendix 7a**), the RCALUC found that the General Plan Amendment and Change of Zone associated with the proposed project are consistent with the 2008 Chino Airport Land Use Compatibility Plan. Additionally, the RCALUC found that the MDP and TTM 36775 were consistent with the 2008 Chino Airport Land Use Compatibility Plan subject to conditions of approval. Therefore, with compliance with the conditions required by the RCALUC, the proposed project would result in less than significant impacts.

- g) **No Impact.** Access to the project site will be via Limonite Avenue and Harrison Avenue. Neither of these streets is identified as an evacuation route. As such, no impacts are identified.
- h) **Less Than Significant Impact.** The project site is not designated as a high fire hazard area (RCLIS 2014). The site is also located in an urbanizing area, further reducing the threat of exposure to wildfire.

STANDARD CONDITIONS & REQUIREMENTS

1. The following conditions are found in the RCALUC's (2014b) Development Review and are required for project implementation:
 - a. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
 - b. The following uses shall be prohibited:
 - i. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
 - ii. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
 - iii. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- iv. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - v. Highly noise-sensitive outdoor nonresidential uses, children's schools, hospitals, and nursing homes.
2. With regard to the groundwater wells located on-site, the applicant is responsible for ensuring proper abandonment in accordance with the California Department of Water Resources (DWR) Water Well Standards (Section 23, Requirements for Destroying Wells) and requirements for destroying wells.
 3. A "Notice of Aircraft Overflight" shall be provided to all potential purchasers of the property and shall be recorded as a deed notice.
 4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy when mature.
 5. All open space areas as indicated on the exhibit titled Conceptual Site Plan, dated September 22, 2014, shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires. Small trees and shrubs that exceed 4 feet in height and/or a thickness of 4 inches may be allowed along the edge of open space areas where the area abuts a wall or other similar feature, provided they are planted within 4 feet of the wall.

MITIGATION MEASURES

- HAZ-1** Due to the age of the buildings, hidden or unknown suspect ACM or lead containing/coated materials may be uncovered during possible demolition or renovation activities. For any removal of lead containing components included in any renovation/demolition, a waste profile shall be conducted prior to disposal. Additionally, all ACMs and lead removal/demolition and other identified hazardous material waste is required to be disposed of in accordance with all local, state, and federal regulations and Leighton Consulting Inc.'s policies and procedures contained in **Appendix 5** of this Initial Study.
- HAZ-2** The OCP-impacted soil identified by the Phase I and Limited Phase II ESAs (Leighton and Associates 2013c) must be excavated and disposed of off-site prior to redevelopment of the subject site for residential use. Subsequent to removal of contaminated soils, confirmation soil samples shall be collected from the resulting excavation sidewalls and bottom to determine whether all OCP-impacted soil has been effectively removed.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measure **HAZ-1**, which requires removal of soils identified as organochlorine pesticide (OCP)-impacted soils, would eliminate the potential for future contact during the operations phase of the proposed project.

9. HYDROLOGY AND WATER QUALITY. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?			✓	
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
e)	Otherwise substantially degrade water quality?			✓	
f)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
g)	Place within 100-year flood hazard area structures which would impede or redirect flood flows?				✓
h)	Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
i)	Inundation by seiche, tsunami, or mudflow?				✓

DISCUSSION

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

Construction

Future development could result in soil erosion and urban pollutants entering drainages, potentially degrading downstream water quality and/or violating applicable water quality standards or waste discharge requirements. The proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board Statewide General Construction Permit (CGP), which requires the preparation, approval, and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would include best management practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.

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

Project Operation

A preliminary hydrologic report (Albert A. Webb Associates 2014a) was prepared for the proposed project (**Appendix 7b**). As discussed in the report, during project operation, the proposed project will continue to drain from the north to the south consistent with the existing drainage pattern, which is currently a north to south flow.

To facilitate drainage and stormwater pollution prevention on-site, the project proposes to construct the following features: two water quality infiltration basins, one located in the middle of the west tract and the other in the middle of the east tract; 11 infiltration trenches; and a 48-inch storm drain line in Limonite Avenue connecting to the existing 48-inch line west of the property and extending said line to the site frontage. On-site BMPs are discussed in further detail under the "Water Quality" subheading that follows this discussion.

Based on the calculations (**Appendix 7b**), the proposed streets, water quality basins, and drainage facilities under the ultimate development will provide adequate flood protection from the 100-

year frequency storm event in accordance with Riverside County Flood Control and Water Conservation District requirements.

Water Quality

A Preliminary Water Quality Management Plan (WQMP) (Albert A. Webb Associates 2014b) was prepared for the proposed project (**Appendix 8a**). A Final WQMP will be prepared for the project if it is approved and will replace the preliminary WQMP. Based on the WQMP, the project site is tributary to the receiving waters listed in **Table 9-1**, which also identifies the designated beneficial uses associated with each of the receiving waters.

**Table 9-1
Receiving Waters for Urban Runoff from Proposed Project – Santa Ana River Watershed**

Receiving Waters	EPA-Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Santa Ana River, Reach 3 (HU # 801.21, 801.25)	Pathogens, Metals/Metalloids	AGR, GWR, REC1, REC2, WARM, WILD, RARE	2.5 miles
Prado Basin Area (HU # 802.21)	None	REC1, REC2, WARM, WILD, RARE	6.6 miles
Santa Ana River, Reach 2 (HU # 801.11, 801.12)	Pathogen	AGR, GWR, REC1, REC2, WARM, WILD, RARE	9.9 miles
Santa Ana River, Reach 1 (HU # 801.11)	None	REC1, REC2, WARM, WILD	NA

Source: Santa Ana RWQCB 1995

As listed in **Table 9-1**, beneficial uses include the following:

- Groundwater Recharge (GWR) – Uses of water for natural or artificial recharge of groundwater for purposes of future extraction, maintenance of water quality, or halting saltwater intrusion into freshwater aquifers.
- Agricultural Supply (AGR) – Includes uses of water for farming, horticulture, or ranching including, but not limited to, irrigation, stock watering, or support of vegetation for range grazing.
- Water Contact Recreation (REC-1) – Uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing, or use of natural hot springs.
- Non-Contact Water Recreation (REC-2) – Uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, where ingestion of water is reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tide pool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities.

- Warm Freshwater Habitat (WARM) – Uses of water that support warm water ecosystems including, but not limited to, preservation or enhancement of aquatic habitats, vegetation, fish, or wildlife, including invertebrates.
- Wildlife Habitat (WILD) – Uses of water that support terrestrial ecosystems including, but not limited to, preservation and enhancement of terrestrial habitats, vegetation, wildlife (e.g., mammals, birds, reptiles, amphibians, invertebrates), or wildlife water and food sources.
- Rare, Threatened or Endangered Species (RARE) – Waters that support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened, or endangered.

The WQMP identifies a series of specific permanent and operational source control best management practices to be incorporated into project design:

- Efficient Irrigation – The preliminary WQMP (2014b) includes design considerations that reduce excessive irrigation runoff into stormwater conveyances system. Design objectives of efficient irrigation include the maximization of infiltration, the provision of retention, and the slowing of runoff.
- Storm Drain Signage – Waste materials dumped into storm drain inlets can have severe impacts on receiving groundwaters. Posting notices regarding discharge prohibitions at storm drain inlets can prevent waste dumping. Storm drain signs and stencils are highly visible source controls that are typically placed directly adjacent to storm drain inlets. The objective of this method is that it prohibits the dumping of improper materials directly into storm drains.
- Infiltration Basins – An infiltration basin is a shallow impoundment that is designed to infiltrate stormwater into the soil. This practice is believed to have a high pollutant removal efficiency and can also help recharge the groundwater, thus increasing baseflow to stream systems.
- Infiltration Trench – Infiltration trenches are often used in place of other best management practices where limited land is available. Infiltration trenches are most widely used in warmer, less arid regions of the United States. They capture small amounts of runoff but do not control peak hydraulic flows.

Implementation of BMPs identified in the preliminary WQMP and compliance with existing state and local regulations would protect water quality and ensure compliance with applicable water quality standards. Therefore, impacts are less than significant.

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

project site or in the surrounding area that could be intercepted by excavation or development of the project. Therefore, the proposed project would not physically interfere with any groundwater supplies.

Currently, the proposed site is largely permeable. However, construction of the proposed project will result in an increase in impervious surfaces by 908,192 square feet, which is equivalent to 20.85 acres (Albert A. Webb Associates 2014a). The Jurupa Community Services District (JCSD) would provide domestic water supply service to the proposed project site. The JCSD's primary water source is groundwater from the Chino Groundwater Basin, which covers a surface area encompassing 154,000 acres (240 square miles). The basin is adjudicated and has a safe yield of 140,000 acre-feet per year. Under the adjudication agreement, the JCSD can pump sufficient groundwater to meet its customers' demands. Should total pumping exceed the safe yield of the basin, an assessment is imposed to cover the cost of replenishment. A basin management plan is in place to protect the basin from overproduction.

The JCSD has issued a will-serve letter to the proposed project for water service, conditional only on compliance with district rules, regulations, and payment of appropriate fees. The will-serve letter indicates that the JCSD's current water supply exceeds the maximum daily demand projected in the next five years. As such, sufficient water supplies are available from the JCSD to serve the proposed project, and the Chino Groundwater Basin would not be substantially depleted as a result of serving the project. Therefore, impacts are less than significant.

- c, d) **Less Than Significant Impact.** The project site does not contain any streams, rivers, or other drainage features. Future development of the site would involve some land alterations such as excavation and grading, but would not substantially alter the drainage pattern of the site or the surrounding area.

The drainage of surface water would be controlled by building regulations and directed toward existing streets, flood control channels, storm drains, and catch basins. The proposed drainage of the site would not channel runoff on exposed soils, would not direct flows over unvegetated soils, and would not otherwise increase the erosion or siltation potential of the site or any downstream areas. As discussed above, the proposed project is subject to NPDES requirements, including the countywide MS4 permit and compliance with the WQMP. Additionally, the project applicant is required to submit a stormwater pollution prevention plan to reduce erosion and sedimentation of downstream watercourses.

Further, future development on the project site would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. The implementation of this plan is expected to address any erosional issues associated with proposed grading and site preparation. Although future development would create new impervious surface on the property, development associated with the proposed project would result in opportunities for landscaped areas to be utilized for stormwater retention. The project proposes a 25-foot landscape strip parallel and adjacent to the westerly SCE easement line (Albert A. Webb Associates 2014a). Infiltration basins will be located throughout the strip, allowing low flows to infiltrate. High flows will surface flow from north to south within the landscaped strip and then ultimately overflow into the easterly portion of the site (east of the SCE easement). Based on calculations presented in the hydrology report (Webb 2014a; **Appendix 7b**), the project is anticipated to generate a total of 64.5 cubic feet per second (cfs) of post-development runoff. This total is equivalent to what the existing 48" storm drain (located to the west of the property) is

equipped to handle. Therefore, the existing storm drain facilities have adequate capacity to accommodate projected post-development runoff associated with the proposed project.

Adherence to NPDES requirements, including the countywide MS4 permit and the WQMP, and implementation of the stormwater pollution prevention plan (SWPPP), will ensure that the proposed project will not result in significant erosion or siltation impacts from any changes to drainage patterns. As such, impacts are less than significant.

- f-h) **No Impact.** The project site is not located within the 100-year flood hazard area (RCLIS 2014). Additionally, the project site is not located in a dam inundation area (RCLIS 2014). Therefore, no impact is associated with this issue area.
- i) **No Impact.** The project site is not located near any large inland bodies of water or the Pacific Ocean so as to be inundated by seiches or tsunamis, nor is the project site located on or near steep slopes where rapid erosion could trigger mudflows. As such, no impact is associated with this issue area.

STANDARD CONDITIONS & REQUIREMENTS

1. The proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board's Statewide General Construction Permit (CGP), which requires the preparation, approval, and implementation of a stormwater pollution prevention plan (SWPPP). The SWPPP would include best management practices (BMPs) to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.
2. The project is subject to the Riverside County Storm Water Permit, also issued by the RWQCB (Order No. R8-2010-003, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033) for discharges into the municipal separate storm sewer systems (MS4s) draining the county.
3. Preparation of a Final Water Quality Management Plan (WQMP).
4. Incorporation of best management practices (BMPs) in the WQMP.

MITIGATION MEASURES

None required.

10. LAND USE AND PLANNING. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Physically divide an established community?				✓
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

DISCUSSION

- a) **No Impact.** Although the City will consider vacating a portion of Harrison Avenue north of Blossom Way, the roadway network will continue to connect this property with the remainder of the city. Further, the vacated portion of Harrison Avenue will be developed with trails connecting to a larger trail system along the SCE right-of-way. The project area is adjacent to the city limits, and there is no proposed or existing street in Ontario that would connect to Harrison Avenue. The proposed project extends the residential growth evident in Eastvale to the east and in Ontario to the north. No impacts will occur.

- b) **Less Than Significant Impact.** The project site is currently designated by the Eastvale General Plan as Medium Density Residential (MDR) and is zoned One Family Dwellings (R-1). The project applicant is applying for a General Plan Amendment to change the site’s land use designation to Medium High Density Residential (MHDR) and for a Change of Zone to revise the site’s zoning classification to Planned Residential Development (PRD). Approval of these requests would amend the City’s General Plan Land Use Map and Zoning Map and would result in consistency with these documents. Neither the current nor the proposed General Plan land use designation is designed to avoid or mitigate an environmental effect. Both designations are designed to allow urban uses. As stated in the City of Eastvale General Plan, Policy AQ-39, the loss of agricultural productivity on lands designated for urban uses within the city limits is anticipated as a consequence of the city’s development. The proposed project has been reviewed by the City and was determined to fully comply with, or would not otherwise conflict with, all General Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. The project is required to comply with all Eastvale Municipal Code Chapters and Sections. The following Eastvale Municipal Code Chapters/Sections were adopted for the purpose of avoiding or mitigating an environmental effect: 10.36 (Transportation Demand Management Program); 14.12 (Stormwater Drainage System Protection Regulations); 16.36 (Fly Control); 16.104 (Mobile Source Air Pollution Reduction Program); 110.60 (Earthquake Fault Area Construction Regulations); and 120.05.100 (Outdoor Displays, Sales, and Storage). Sections of the code that address environmental impacts are discussed in the relevant topic areas of this initial study. Further, the property is predominantly

surrounded by urban uses and will therefore not impact any adjacent plan for avoiding or mitigating an environmental effect. Therefore, no significant impact will occur.

- c) **No Impact.** The City of Eastvale participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The plan establishes areas of sensitivity considered Criteria Areas or Cells, which require further review by the MSHCP implementing agency. Projects outside of these areas can proceed consistent with the provisions of other portions of the MSHCP and CEQA, and are subject to payment of an MSHCP Mitigation Fee. Eastvale Municipal Code Chapter 4.62 requires payment of MSHCP fees at the time a certificate is issued for the residential unit or development project or upon final inspection, whichever occurs first. Payment of the MSHCP fees and completion of the preconstruction surveys required in mitigation measures **BIO-1** through **BIO-3** ensure compliance with the MSHCP. There is no impact.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

11. MINERAL RESOURCES. Would the proposed project:

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

DISCUSSION

a, b) **No Impact.** There are no mineral resource recovery sites on the project site delineated in the Eastvale General Plan (2012a) or in a specific plan or other land use plan of value to the region or to the residents of the state. Implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site. As such, no impact is expected.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

12. NOISE. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	The exposure of persons to, or the generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b)	The exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

A noise impact analysis was conducted by Urban Crossroads (**Appendix 8b**), to assess potential noise related impacts for the proposed project. A subsequent noise analysis was prepared to address off-site noise impacts and pumping activities associated with the proposed Chino Desalter Authority (CDA) well facility. The well site is proposed to be located directly adjacent to Lots 94 and 95 (**Figure 3**).

a) **Less Than Significant Impact With Mitigation Incorporated.**

Mobile Sources

Exterior Noise

An on-site exterior noise impact analysis (Urban Crossroads 2015a) was completed to determine the traffic noise exposure and the necessary noise mitigation measures for the proposed project. According to the analysis, the primary source of noise impacts to the project site would be traffic noise from Limonite Avenue and Harrison Avenue (Urban Crossroads 2015a). The project would also experience background noise impacts from the project’s internal roads. However due to the

distance, topography, and low traffic volume/speeds, traffic noise from these roads will not make a significant contribution to the noise environment.

The estimated noise levels represent the worst-case exterior noise level impacts from Limonite Avenue and Harrison Avenue. The traffic noise level impacts indicate that the residential lots will experience unmitigated exterior noise levels ranging from 63.7 to 71.3 decibels (dBA), which exceed the Eastvale General Plan's tentatively compatible noise level significance standard of 60–70 dBA (according to the General Plan, tentatively acceptable noise levels are allowed only after a detailed noise analysis is conducted to determine if noise reduction measures are necessary to achieve acceptable noise levels) (Urban Crossroads 2014c).

To satisfy the City of Eastvale exterior noise level standards for a single-family residential development, the construction of a 6-foot-high noise barrier for Lots 1, 2, and 3 and 6.5-foot-high noise barriers for Lots 1 to 12, adjacent to Limonite Avenue, is required. In addition, the construction of 4-foot-high noise barriers for Lots 12 to 35, adjacent to Harrison Avenue, is also required. With the recommended noise barriers, the mitigated future exterior noise levels will range from 63.0 to 64.8 dBA CNEL. This noise analysis shows that the recommended noise barriers will satisfy the 65 dBA CNEL exterior noise level standards and no additional exterior noise mitigation would be required (**Appendix 8b**).

Interior Noise

To ensure that the interior noise levels comply with the City's 45 dBA interior noise standard, future noise levels were calculated (Urban Crossroads 2014c). The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. According to the noise impact analysis prepared for the project, the future noise levels at the first-floor building façades are expected to range from 59.8 to 64.4 dBA, and future noise levels at the second-floor building façades are expected to range from 62.8 to 70.7 dBA (Urban Crossroads 2014c). These noise levels exceed the City's interior noise level standard. In order to satisfy the City's 45 dBA interior noise level criteria, lots adjacent to Limonite Avenue and Harrison Avenue would require a noise level reduction (NLR) ranging from 25.6 to 27.4. These NLRs would be achieved with the implementation of mitigation measure **NOI-2**, which addresses the efficiency of building materials such as windows, doors, roofs, and ventilation.

Off-Site Noise

Traffic generated by the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the off-site traffic noise increases on the surrounding land uses, the changes in traffic noise levels on 24 roadway segments surrounding the Project site were estimated based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in the Traffic Impact Analysis (**Appendix 9**), prepared by Urban Crossroads. To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing, Year 2018, and Year 2035 traffic conditions. The cumulative traffic noise analysis indicates that the Project's contributions to roadway noise levels at adjacent sensitive land uses will be less than significant for Existing, Year 2018, and Year 2035 conditions. Therefore, impacts are less than significant for off-site noise.

Stationary Sources

The Chino Desalter Authority (CDA) proposes to build a well site directly adjacent to lots 94 and 95 (**Figure 3**). During the time Urban Crossroads conducted the noise study, the exact location of the wells and types of equipment were unknown. Therefore, to estimate the worst-case future operational noise levels due to well and pumping activities, it is assumed that the noise sources associated with the well site will encompass the entire CDA property. To estimate the on-site operational noise impacts associated with the wells, reference noise level measurements were collected from an existing well site in the Coachella Valley Water District (CVWD). On October 7th, 2004, Urban Crossroads, Inc. collected a short-term 2.5-minute operational noise level measurement at the reference well location (**Appendix 9**). At a distance of 30 feet from the reference well noise source, the measurements produced an unmitigated exterior reference noise level of 56.5 dBA Leq. While the specific noise levels at receivers within the Project site will depend on the type of equipment within the proposed well site, the intensity and the daytime/nighttime hours of operation, a reference noise level of 56.5 dBA Leq is used in this analysis to describe the operational noise level impacts.

Exterior Noise Levels

The hourly noise levels associated with the well and pumping activities are expected to generate noise levels ranging from 43.7 to 51.7 dBA Leq (as shown in Table 9-1 of the Noise Analysis found in **Appendix 9**) at the first floor building façades and from 49.3 to 59.6 dBA Leq at the second floor building façades. It is important to note that only the first floor operational noise levels shown on Table 9-1 include the noise attenuation provided by the planned 6-foot high barrier around the perimeter of the CDA well site. The stationary source operational noise calculations are provided in the noise study (**Appendix 9**). While the operational noise level impacts associated with the CDA well site may exceed the City of Eastvale 55 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards for residential development, the activity associated with the well operations are considered exempt from the standards of the noise ordinance since they are associated with a government owned and operated facility. As such, impacts are less than significant.

Interior Noise Levels

Based on the NLR calculations for the residential homes in the project site, previously discussed in Section 7.2 of the Noise Study (**Appendix 9**), it is possible to estimate the interior noise levels from well and pumping activities at the closest sensitive receiver locations to the CDA well site. The calculations were completed using standard windows with a minimum STC of 27 for all floor plans. As shown on Table 9-2 of the Noise Study (**Appendix 9**), the calculated interior noise level reduction with standard windows will be 26.6 dBA Leq based on the floor plans of each residential home adjacent to the CDA well site. The noise levels from the well activities adjacent to the Project site are expected to range from 18.7 to 26.7 dBA Leq at the first floor interior receivers, and from 22.7 to 33.0 dBA Leq at the second floor interior receivers with “windows closed”, as shown on Table 9-2 of the Noise Study (**Appendix 9**). Noise levels of 30 dBA are considered *faint* and have little to no effects as perceived by the human ear (Urban Crossroads 2015a). The first and second floor stationary-source noise analysis shows that with the construction of the planned 6-foot high barrier and a “windows closed” condition, the noise levels due to well and pumping activities from the CDA site adjacent to the Project is not expected to negatively affect the closest residential lots and will likely be overshadowed by background ambient noise levels in the Project study area. However, it is expected that the residential lots 94 and 95 closest to the CDA well site

may at times perceive well noise levels under a “windows open” condition. Therefore, it is important to fully disclose the potential CDA well noise levels for lots 94 and 95 closest to the CDA well site.

Mitigation

With implementation of mitigation measure **NOI-1**, the predicted exterior noise levels would be reduced from a range of 63.7 to 71.3 dBA to a range of 63.0 to 64.8 dBA, which is considered tentatively compatible for residential land uses by the City General Plan. As stated, the future interior noise levels at the first-floor building façades are expected to range from 59.8 to 64.4 dBA, and future interior noise levels at the second-floor building façades are expected to range from 62.8 to 70.7 dBA. With implementation of mitigation measure **NOI-2**, the proposed project is expected to meet the 45 dBA CNEL interior noise level standards for residential development. Additionally, although CDA well noise is expected to be faint, mitigation measure **NOI-3** would ensure that future homeowners on Lots 94 and 95 are aware of the potential for CDA well noise levels.

- b) **Less Than Significant Impact.** Groundborne vibrations and noise can result from both construction and grading activities. The use of unusual grading equipment or blasting that would result in the creation of excessive groundborne vibrations is not anticipated to be required for the proposed project. While some localized vibrations may occur during proposed grading and soil hauling activities, such vibrations are expected to be minor and would not affect the closest sensitive receptors to the project site, which surround the project site. Once construction of the proposed project is completed, no excessive ground vibrations or noises are expected to occur. This impact would be less than significant.
- c) **Less Than Significant Impact With Mitigation Incorporated.** Development on the project site may result in increases in ambient noise levels above existing levels without the project resulting from personal automobiles, lawn mowers, radios, televisions, and children playing outside. While this is an increase in the current noise levels on the site, it is similar to other residential noises in the city and not considered significant. The homes will also have air conditioning/heating systems (HVAC) that will generate noise. The HVAC units are reviewed during the building permit review process for placement. However, additional trips generated by residents will increase noise levels at sensitive receptors located along city roadways, which could result in an increase in ambient traffic noise. The on-site traffic noise level impacts indicate that the lots facing Limonite Avenue and Harrison Avenue will experience exterior noise levels ranging from 63.7 to 71.3 dBA CNEL. This range exceeds the City’s 65 dBA CNEL exterior noise level standards. As such, implementation of mitigation measure **NOI-1** is required to reduce noise associated with traffic to a less than significant level. With the recommended noise barriers, the mitigated future exterior noise levels will range from 63.0 to 64.8 dBA CNEL. As analyzed in the noise study conducted by Urban Crossroads (2015a), the recommended noise barriers will satisfy the 65 dBA CNEL exterior noise level standards.
- d) **Less Than Significant Impact With Mitigation Incorporated.** During construction, the proposed project will temporarily increase noise levels. City General Plan Noise Element Policy N-23 requires that proposed new development adjacent to developed noise-sensitive lands uses submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The proposed project site is surrounded by existing residential land uses; therefore, mitigation measure **NOI-4**, which mandates a construction-related noise mitigation

plan, is required. It is also noted that temporary noise increases from construction are of short duration and temporary. As mitigated, this impact will be less than significant.

e, f) **No Impact.** The proposed project site is in proximity to the Chino Airport Influence Area, Compatibility Zone D, which is regulated by the RCALUC. Section 4.1.6 of the Riverside County Airport Land Use Compatibility Plan states that the maximum aircraft-related interior noise level is 45 dBA CNEL for single-family residential land use located near airports. Based on the noise compatibility criteria in Table 2B of the plan, the project is considered clearly acceptable, as it is located beyond the 55 dBA CNEL noise contours. Additionally, aircraft flyovers will be heard but will not significantly impact the proposed project from a noise standpoint (Urban Crossroads 2015a).

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

NOI-1 In order to satisfy the City of Eastvale 65 dBA exterior noise level standards, the construction of 6-foot-high noise barriers for Lots 1, 2, and 3 and 6.5-foot-high noise barriers for Lots 1 to 12, adjacent to Limonite Avenue, is required. In addition, the construction of 4-foot-high noise barriers for Lots 12 to 35, adjacent to Harrison Avenue, is required. The recommended noise control barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways. The noise barrier shall be constructed using one of the following materials:

- Masonry block
- Stucco veneer over wood framing (or foam core), or 1-inch-thick tongue and groove wood of sufficient weight per square foot
- Glass (0.25 inches thick) or other transparent material with sufficient weight per square foot
- Earthen berm
- Any combination of these construction materials

The recommended barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) shall be filled with grout or caulking.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

NOI-2 In order to meet the City of Eastvale 45 dBA interior noise standards, the project shall provide the following noise mitigation measures related to development contemplated in association with the proposed project:

- Noise Level Reduction: Lots facing Limonite Avenue and Harrison Avenue (Lots 1 to 3 and 234 to 237 and Lots 1 to 34) will require a noise level reduction (NLR) of up to 25.7 dBA and a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning).
- Windows: All windows and sliding glass doors shall be well-fitted, well-weather-stripped assemblies and shall have a minimum sound transmission class (STC) rating of 27. Air gaps and rattling shall not be permitted.
- Doors: All exterior doors shall be well-weather-stripped solid core assemblies at least 1.75 inches thick.
- Roof: Roof sheathing of wood construction shall be well-fitted or caulked plywood of at least 0.5 inches thick. Ceilings shall be well-fitted, well-sealed gypsum board of at least 0.5 inches thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Arrangements for any habitable room shall be such that any exterior door or window can be kept closed when the room is in use. A forced air circulation system (e.g., air conditioning) shall be provided that satisfies the requirements of the Uniform Mechanical Code.

With the recommended interior noise mitigation measures above, the proposed project is expected to meet the City of Eastvale 45 dBA CNEL interior noise level standards for residential development.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

NOI-3 The applicant shall disclose to all future residents of Lots 94 and 95 (**Figure 3**) the potential for Chino Desalter Authority (CSA) well noise located on the adjacent CDA lot (**Figure 3**).

NOI-4 In order to reduce construction-generated noise impacts related to development associated with the proposed project, the project applicant shall submit a construction-related noise mitigation plan to the City for review and approval. The construction-related noise mitigation plan must depict the location of construction equipment and specify how the noise from this equipment will be mitigated during project construction. Construction noise-reducing methods can include, but are not limited to, temporary noise attenuation fences, preferential location of equipment, length of equipment use and idling time, and use of current noise suppression technology and equipment.

In addition, the following measures shall be implemented, consistent with the City General Plan, to reduce the impacts of construction noise:

- During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receptors nearest the construction area.

- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.
- All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 6:00 AM and 6:00 PM during the months of June through September and between 7:00 AM and 6:00 PM during the months of October through May.

Timing/Implementation: Implemented during construction

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Adherence to City of Eastvale Municipal Code (Section 8.52.040), which regulates construction noise, and implementation of mitigation measures **NOI-4** would reduce noise associated with project construction, while implementation of mitigation measures **NOI-1** and **NOI-2** would reduce project operational noise and noise impacts to levels below significance. Additionally, **NOI-3** notifies future residents of Lots 94 and 96 of the potential for well noise from the adjacent CDA well. Note that the final construction materials and design of the CDA well may include noise attenuation that would reduce noise impacts below detection levels. This could occur if the well and pump(s) are located within an enclosed structure or are constructed using noise attenuating materials. However **NOI-3** is included as the City cannot regulate the final design of the CDA well.

13. POPULATION AND HOUSING. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

DISCUSSION

a) **Less Than Significant Impact.** The proposed project would amend the City’s land use and zoning regulations to allow the development of 323 single-family detached homes on approximately 41 acres. Using 2014 California Department of Finance (DOF) estimates, an average of 4.03 persons per household is assumed for residences in the city. Considering this estimate, the proposed project could result in 1,286 new residents. The addition of 1,286 residents to the city’s current population of 59,191 represents a 2.2 percent increase in the current population and is not considered to be significant.

Furthermore, the site is currently designated as Medium Density Residential (MDR) and zoned as One Family Dwellings (R-1). The density range for MDR is 5.0 dwelling units per acre. Therefore, 205 (5 x 41 = 205) units would be allowed in the existing land use and considering the DOF estimate, the addition of 826 new residents. The difference would be 460 (1,286 – 826 = 460) residents and is not considered to be significant. Therefore, this impact will be less than significant.

b, c) **Less Than Significant Impact.** The proposed project site is currently developed as agricultural and residential land. One residential structure and one agricultural structure are located on the eastern portion of the parcel. The proposed project would amend the City’s land use and zoning regulations to allow the development of 323 single-family detached homes. According to the DOF estimates, there are 15,603 housing units in the city; the loss of a single unit represents 0.006 percent of the households in the city. Such a small reduction in housing stock is considered less than significant. Additionally, the proposed project is adding residential units, resulting in a net increase of 322 homes onsite, the proposed would not result in or require the construction of replacement housing elsewhere. Therefore, impacts are considered less than significant for this issue area.

STANDARD CONDITIONS & REQUIREMENTS

None required.

MITIGATION MEASURES

None required.

14. PUBLIC SERVICES. Would the proposed project:

Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public series:				
i)	Fire protection?			✓	
ii)	Police protection?			✓	
iii)	Schools?			✓	
iv)	Parks?			✓	
v)	Other public facilities?			✓	

DISCUSSION

- i) **Less Than Significant Impact.** The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station in the city is Eastvale Fire Station #27, located at 7067 Hamner Avenue, approximately 2.7 miles southeast of the project site. Any potential future development would be conditioned to comply with the requirements of the Riverside County Fire Department and for the payment of the City’s development impact fees pursuant to Chapter 110.28 of the Eastvale Municipal Code. It should be noted that the Riverside County Fire Department has reviewed the project and other than standard comments (i.e., fire hydrant related), there were no issues with the project. Since the proposed project is not expected to result in unusual circumstances that may generate high demand for fire protection services, payment of the City’s fees would fully mitigate any potential impact on Riverside County Fire Department facilities.
- ii) **Less Than Significant Impact.** Police protection services are provided by the Eastvale Police Department, under contract from the Riverside County Sheriff’s Department. The nearest sheriff’s station is the Jurupa Valley Station, located at 7477 Mission Boulevard in Jurupa Valley, approximately 11.6 miles northeast of the project site. The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of which could respond to any calls for service in Eastvale (City of Eastvale 2012b). The proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. In addition, any potential future development would be conditioned for the payment of the City’s development impact fees pursuant to Eastvale Municipal Code Chapter 110.28. Payment of the City’s fees would fully mitigate any potential impact on Riverside County Sheriff’s Department facilities.

- iii) **Less Than Significant Impact.** The proposed project site is located in the Corona-Norco Unified School District (CNUSD). The district has established school impact mitigation fees to address the facility impacts created by residential, commercial, and industrial development. Because the project is a new residential use, the project applicant will be required to pay developer impact fees in the amount of \$4.17 per square foot of inhabitable space or the fee at the time of building permit issuance (CNUSD 2012). The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impact to the CNUSD. This impact would be less than significant.
- iv) **Less Than Significant Impact.** Also see Issue a) in subsection 15, Recreation. The proposed project site is in the Jurupa Community Services District (JCSD), which has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that adequate parkland and recreational facilities are made available to the residents of the proposed project and to the city as a whole. The project would be conditioned to comply with the payment of development impact fees pursuant to Eastvale General Plan Policy OS-6.
- v) **Less Than Significant Impact.** The proposed project could result in an increase in the demand for other governmental services such as the economic development and other community support services commonly provided by the City. This impact would be fully mitigated through the payment of the appropriate City development impact fees.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

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

DISCUSSION

a, b) **Less Than Significant Impact.** The proposed project site is in the Jurupa Community Services District (JCSD). The development contemplated in association with the proposed project would result in an increase of approximately 1,286 new residents within the JCSD and therefore may result in an incremental increased use of existing neighborhood and regional parks or other recreational facilities. The JCSD has established development impact fees to fund park development as needed to respond to area growth. Payment of these fees would ensure that existing parks are maintained and that adequate parkland and recreational facilities are made available to the residents of the district and to the city as a whole. Therefore, impacts would be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

16. TRANSPORTATION/TRAFFIC. Would the proposed project:

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

BACKGROUND

A traffic impact analysis (TIA) was prepared for the proposed project by Urban Crossroads and is included as **Appendix 9** to this IS/MND. Note that while the proposed project will consist of the development of 323 single-family dwelling units, the TIA evaluates 330 single-family dwelling units. The TIA was prepared for an earlier submittal of the project and remains valid for this analysis as the number of units decreased.

SETTING

As shown in **Figure 2**, the project is located on the northwest corner of the intersection of Limonite and Harrison avenues. These roadways are designated as urban arterials in the Circulation Element of the Eastvale General Plan but are not developed to full width. There is a traffic signal at the Limonite/Harrison intersection. While the project is adjacent to the right-of-way intended for Remington

Avenue, this roadway is not in the city limits and the project will not have access to the road. A Southern California Edison (SCE) easement approximately 255 wide traverses the site.

PROPOSED PROJECT CIRCULATION IMPROVEMENTS

As proposed, the project would have a single road (“A” Street) accessing Limonite Avenue. Two new project roads will access Harrison Avenue: “B” and “I” streets. The “A” Street intersection is proposed for right-in/right-out access only. The “B” Street intersection on Harrison Avenue will align with the existing Blossom Way to the east and will allow full access. “D” and “B” streets will cross the SCE power line easement. The “I” Street intersection on Harrison Avenue will also allow full access. Regional access to the project site is provided via the Interstate 15 (I-15) and Limonite Avenue interchange as well as connections with Archibald Avenue leading to State Route 60. For purposes of the TIA, it is assumed that the proposed project will be constructed in a single phase and is anticipated to be fully built and operational by 2018.

As part of the proposed project, the north side of Limonite Avenue along the project frontage will be developed consistent with the urban arterial standard (Standard 91) that includes a raised median, three travel lanes, and one parking lane, as well as an adjacent meandering sidewalk and landscaping. The Limonite Avenue frontage will also include a bus turnout lane west of the intersection with Harrison Avenue. The west side of Harrison Avenue from Limonite to Blossom Way along the proposed project frontage will be developed to the collector street standard (Standard 103) and will require relocation of several existing power poles and construction of curb, gutter, sidewalks, and travel lanes.

As shown in **Figure 3**, the SCE power line easement will be developed with a series of trails. These trails will extend to the city limits in the north along the SCE easement south of Limonite Avenue. Harrison Avenue north of Blossom Way is proposed to be vacated for vehicle travel but will be retained as a utility easement and developed with trails and open space connecting to the trails in the SCE easement.

METHODOLOGY

The scope of the TIA was approved by the City Public Works Department. **Table 16-1** shows the roadway segments and **Table 16-2** shows the intersections that were approved for study in the TIA. Note that some of the intersections and roadways are outside of the City of Eastvale’s jurisdiction. The TIA evaluated three scenarios: existing plus project, opening year cumulative (2018), and horizon year (post-2035). Traffic from the project was estimated to generate a net total of 3,142 trip-ends per day on a typical weekday with approximately 248 AM peak-hour trips and 330 PM peak-hour trips.

Some of the roadways and intersections are already operating at an unacceptable level of service. In these instances, the intersection or roadway was further studied to determine whether the proposed project resulted in a significant change in the delay or level of service, or if additional improvements were warranted as a result of the proposed project. The City’s General Plan EIR determined that Limonite Avenue would operate at an unacceptable level of service in 2035 due primarily to regional rather than local traffic. The City adopted a statement of overriding considerations for the portion of Limonite Avenue between Hamner Road and the I-15 access ramps. Because Limonite Avenue is part of the County Congestion Management Program (CMP), the “floor” level of service is E, and some capacity improvements may be eligible for Transportation Uniform Mitigation Fee (TUMF) funding. In addition, the CMP contains trip reduction recommendations such as bike lanes, trails, and bus turnouts to ease congestion along CMP roadways. The project is also in Zone D of the Mira Loma Road and Bridge Benefits District (Mira Loma RBBBD) that will fund improvements to Archibald and Limonite avenues as well as other improvements.

**Table 16-1
Roadway Segment Analysis Locations**

ID	Roadway Segment Location	Jurisdiction	Existing LOS	
			AM	PM
1	Archibald Avenue, between Merrill Avenue and Limonite Avenue	Eastvale, Ontario	F	
2	Archibald Avenue, between Limonite Avenue and 65 th Street	Eastvale	C	
3	Archibald Avenue, between 65 th Street and Schleisman Avenue	Eastvale	A	
4	Archibald Avenue, between Schleisman Avenue and Chandler Street	Eastvale	A	
5	Limonite Avenue, between Archibald Avenue and Harrison Avenue	Eastvale	A	
6	Limonite Avenue, between Harrison Avenue and Sumner Avenue	Eastvale	A	
7	Limonite Avenue, between Sumner Avenue and Scholar Way	Eastvale	B	
8	Limonite Avenue, between Scholar Way and Hamner Avenue	Eastvale	C	
9	Limonite Avenue, between Hamner Avenue and I-15 Freeway	Eastvale	B	
10	Limonite Avenue, between I-15 Freeway and Wineville Avenue	Jurupa Valley	F	
11	Schleisman Avenue, between Hellman Avenue and Archibald Avenue	Eastvale	C	
12	Schleisman Avenue, between Archibald Avenue and Harrison Avenue	Eastvale	A	
13	Schleisman Avenue, between Harrison Avenue and Sumner Avenue	Eastvale	A	

Source: *Urban Crossroads 2014d*

The City of Ontario currently has a roadway widening project under way for Archibald Avenue that is improving the street to a four-lane roadway between Chino Avenue and the county line. The segment of Limonite Avenue between I-15 and Wineville Avenue is anticipated to be improved to four lanes in each direction of travel as part of the I-15/Limonite Avenue interchange project. These projects will result in acceptable levels of service for these roadway segments.

Study Area Intersections

In general, the study area includes intersections where the proposed project is anticipated to contribute 50 or more peak-hour trips. However, the intersections of Archibald Avenue at Schleisman Avenue and Harrison Avenue at Schleisman Avenue were also included at the City Engineer’s direction. The City has an adopted Development Impact Fee (DIF) program that applies to all development projects and is designed to pay for intersection improvements.

**Table 16-2
Existing Intersection Level of Service**

ID	Intersection Location	Jurisdiction	Existing LOS	
			AM	PM
1	Archibald Avenue/Limonite Avenue	Eastvale	C	C
2	Archibald Avenue/Schleisman Avenue	Eastvale	D	D
3	Driveway 1/Limonite Avenue (right-in/right-out) – <i>Future Intersection</i>	Eastvale		
4	Harrison Avenue/Blossom Way (Driveway 2)	Eastvale	A	A
5	Harrison Avenue/Driveway 3 – <i>Future Intersection</i>	Eastvale		

ID	Intersection Location	Jurisdiction	Existing LOS	
			AM	PM
6	Harrison Avenue/Limonite Avenue	Eastvale	C	C
7	Harrison Avenue/Schleisman Avenue	Eastvale	D	C
8	Sumner Avenue/Limonite Avenue	Eastvale	C	C
9	Scholar Way/Limonite Avenue	Eastvale	B	B
10	Hamner Avenue/Limonite Avenue	Eastvale	C	D
11	I-15 Southbound Ramps/Limonite Avenue	Caltrans	C	C
12	I-15 Northbound Ramps/Limonite Avenue	Caltrans	C	D

Source: *Urban Crossroads 2014d*

In addition to providing information on existing traffic conditions (2014), the TIA evaluated three scenarios: existing plus project, opening year cumulative (2018), and horizon year (post-2035). The City of Eastvale General Plan, Policy C-10, establishes a roadway operation of level of service (LOS) C or better. Therefore, any project roadway operating at LOS E or LOS F will be considered deficient.

Table 16-3 shows that the under the existing plus project scenario, no new roadways will drop to less than an acceptable level of service as a result of the project. For the two existing roadways—Archibald Avenue from Merrill to Limonite Avenue (ID 1) and Limonite Avenue from I-15 to Wineville (ID 10)—the proposed project results in a less than significant increase of 0.02 and 0.01 respectively in the volume over capacity (v/c) for the roadways.

**Table 16-3
Roadway Segment Analysis Existing Plus Project**

ID	Roadway Segment Location	Jurisdiction	Existing Plus Project LOS
1	Archibald Avenue, between Merrill Avenue and Limonite Avenue	Eastvale, Ontario	F
2	Archibald Avenue, between Limonite Avenue and 65 th Street	Eastvale	C
3	Archibald Avenue, between 65 th Street and Schleisman Avenue	Eastvale	A
4	Archibald Avenue, between Schleisman Avenue and Chandler Street	Eastvale	A
5	Limonite Avenue, between Archibald Avenue and Harrison Avenue	Eastvale	A
6	Limonite Avenue, between Harrison Avenue and Sumner Avenue	Eastvale	A
7	Limonite Avenue, between Sumner Avenue and Scholar Way	Eastvale	C
8	Limonite Avenue, between Scholar Way and Hamner Avenue	Eastvale	C
9	Limonite Avenue, between Hamner Avenue and I-15 Freeway	Eastvale	C
10	Limonite Avenue, between I-15 Freeway and Wineville Avenue	Jurupa Valley	F
11	Schleisman Avenue, between Hellman Avenue and Archibald Avenue	Eastvale	C
12	Schleisman Avenue, between Archibald Avenue and Harrison Avenue	Eastvale	A
13	Schleisman Avenue, between Harrison Avenue and Sumner Avenue	Eastvale	A

Source: *Urban Crossroads 2014d*

Table 16-4 shows that under the existing plus project scenario, all study area intersections continue to operate at an acceptable level of service.

**Table 16-4
Intersection Analysis Existing Plus Project**

ID	Intersection Location	Existing				Existing Plus Project			
		Delay (seconds)		LOS		Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Archibald/Limonite Ave.	28.5	33.9	C	C	29.4	34.9	C	C
2	Archibald/Schleisman Ave.	40.0	38.4	D	D	40.0	38.4	D	D
3	Driveway 1/Limonite Ave.	<i>Future intersection</i>				13.6	10.7	B	B
4	Harrison Ave./Blossom Way	9.1	8.8	A	A	10.4	9.4	B	A
5	Harrison Ave./Driveway 3	<i>Future intersection</i>				10.8	11.2	B	B
6	Harrison/Limonite Ave.	32.5	23.5	C	C	35.8	30.8	D	C
7	Harrison/Schleisman Ave.	42.8	24.6	D	C	43.0	25.0	D	C
8	Sumner/Limonite Ave.	28.0	26.2	C	C	27.2	25.1	C	C
9	Scholar Way/Limonite Ave.	12.6	12.7	B	B	12.6	12.4	B	B
10	Hamner/Limonite Ave.	33.0	38.4	C	D	33.0	38.4	C	D
11	I-15 SB Ramps/Limonite Ave.	29.2	31.8	C	C	29.7	33.1	C	C
12	I-15 NB Ramps/Limonite Ave.	32.8	53.6	C	D	33.3	54.9	C	D

Source: Urban Crossroads 2014d

DISCUSSION

- a) **Less Than Significant Impact.** The proposed project will construct street improvements on Limonite Avenue and Harrison Avenue consistent with the General Plan roadway designations. All project improvements are consistent with the design standards adopted by the City for arterial and collector roadways. The site design includes a continuation of a Jurupa Community Services District trail under the SCE power line easement. This trail extends across Limonite to the south and west of the project site. A portion of the right-of-way for Harrison Avenue north of Blossom Way will be vacated for vehicle traffic but will be developed as a continuation of the trail system. There is no corresponding roadway to connect to Blossom Way in Ontario to the north. As proposed, the project is consistent with the General Plan and adopted standards for the City of Eastvale. This impact is less than significant.

- b) **Less Than Significant Impact.** Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. The CMP in effect in Riverside County was approved by the Riverside County Transportation Commission (RCTC) in 2011. All freeways and selected arterial roadways, such as Limonite Avenue, are designated elements of the CMP system of highways and roadways. As noted above, the CMP establishes a minimum level of service E for regional facilities. **Table 16-1** shows that the portion of Limonite Avenue between Hamner and Wineville Avenue in Jurupa

Valley currently operates at LOS F. All other segments of the roadway operate acceptably. **Table 16-2** shows that all intersections along Limonite Avenue operate acceptably under existing conditions. Similarly, **Tables 16-3** and **16-4** show that in the existing plus proposed project scenario, the study area roadways and intersections operate acceptably.

The opening year (2018) roadway and intersection analysis results are shown in **Table 16-5** and **Table 16-6**, respectively. The analysis shows that nearly all of the study area roadways will operate at an unacceptable level of service with or without the proposed project. The proposed project results in a less than significant increment of v/c when compared to the without project v/c.

**Table 16-5
Roadway Segment Analysis 2018 With and Without Project**

ID	Roadway Segment Location	v/c	2018 Without Project LOS	v/c	2018 With Project LOS
1	Archibald Ave., between Merrill and Limonite Ave.	2.30	F	2.32	F
2	Archibald Ave., between Limonite and 65 th St.	1.68	F	1.69	F
3	Archibald Ave., between 65 th St. and Schleisman Ave.	0.89	D	0.90	D
4	Archibald Ave., between Schleisman Ave. and Chandler St.	0.63	B	0.63	B
5	Limonite Ave., between Archibald Ave. and Harrison Ave.	1.07	F	1.09	F
6	Limonite Ave., between Harrison and Sumner Ave.	0.75	C	0.79	C
7	Limonite Ave., between Sumner Ave. and Scholar Way	1.29	F	1.35	F
8	Limonite Ave., between Scholar Way and Hamner Ave.	1.32	F	1.38	F
9	Limonite Ave., between Hamner Ave. and I-15 Freeway	1.11	F	1.13	F
10	Limonite Ave., between I-15 Freeway and Wineville Ave.	1.50	F	1.51	F
11	Schleisman Ave., between Hellman and Archibald Ave.	1.29	F	1.30	F
12	Schleisman Ave., between Archibald and Harrison Ave.	0.44	A	0.44	A
13	Schleisman Ave., between Harrison and Sumner Ave.	0.54	A	0.54	A

Source: *Urban Crossroads 2014d*

The City of Ontario currently has a roadway widening project under way for Archibald Avenue that is improving the street to a four-lane roadway between Chino Avenue and the county line. Archibald Avenue between Limonite Avenue and 65th Street is anticipated to be improved to three lanes in each direction of travel as part of The Trails (DR Horton) project, the Providence Business Park project, and the future proposed shopping center on the southeast corner of Archibald Avenue and Limonite Avenue. The segment of Limonite Avenue between I-15 and Wineville Avenue is anticipated to be improved to four lanes in each direction of travel as part of the I-15/Limonite Avenue interchange project. Similar improvements are anticipated along Limonite Avenue with the development of the proposed shopping center on the southeast corner of Archibald Avenue and Limonite Avenue, The Lodge (KB Homes), and future development of the Leal Property. Through payment of the TUMF, DIF, and Mira Loma RBBB fees, the proposed project will contribute its proportionate share of funding to these

improvements, thereby reducing impacts to a less than significant level. Note that payment of impact fees is already required by the Eastvale Municipal Code and is therefore not required to be applied to this project as mitigation.

**Table 16-6
Cumulative 2018 Intersection Analysis With and Without the Project**

ID	Intersection Location	2018 Without Project				2018 With Project			
		Delay (seconds)		LOS		Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Archibald/Limonite Ave.	157.1	179.6	F	F	162.9	186.5	F	F
2	Archibald/Schleisman Ave.	159.8	>200	F	F	161.5	>200	F	F
3	Driveway 1/Limonite Ave.					25.3	16.4	C	C
4	Harrison Ave./Blossom Way	9.3	9.8	A	A	11.0	9.8	B	A
5	Harrison Ave./Driveway 3					11.2	11.6	B	B
6	Harrison/Limonite Ave.	41.0	23.1	D	C	50.2	29.4	D	C
7	Harrison/Schleisman Ave.	49.1	27.3	D	C	49.7	27.7	D	C
8	Sumner/Limonite Ave.	28.3	26.0	C	C	28.3	26.2	C	C
9	Scholar Way/Limonite Ave.	23.1	37.4	C	D	25.0	43.9	C	D
10	Hamner/Limonite Ave.	42.9	68.0	D	E	45.2	71.1	D	E
11	I-15 SB Ramps/Limonite Ave.	83.1	74.3	E	E	91.5	81.0	F	F
12	I-15 NB Ramps/Limonite Ave.	71.4	97.6	E	F	76.1	104.5	E	F

Source: *Urban Crossroads 2014d*

Horizon Year (Post-2035) Scenario

Table 16-7 shows the roadway study areas in the post-2035 scenario with and without the proposed project.

**Table 16-7
Roadway Analysis Horizon (Post-2035) With and Without Project**

ID	Roadway Segment Location	V/C	Post-2035 Without Project LOS	V/C	2035 With Project LOS
1	Archibald Ave., between Merrill and Limonite Ave.	3.33	F	3.36	F
2	Archibald Ave., between Limonite and 65 th St.	2.11	F	2.12	F
3	Archibald Ave., between 65 th St. and Schleisman Ave.	0.94	E	0.95	E
4	Archibald Ave., between Schleisman Ave. and Chandler St.	0.69	B	0.69	B
5	Limonite Ave., between Archibald Ave. and Harrison Ave.	1.31	F	1.34	F
6	Limonite Ave., between Harrison and Sumner Ave.	0.85	D	0.89	D
7	Limonite Ave., between Sumner Ave. and Scholar Way	1.39	F	1.45	F
8	Limonite Ave., between Scholar Way and Hamner Ave.	1.43	F	1.49	F
9	Limonite Ave., between Hamner Ave. and I-15 Freeway	1.27	F	1.30	F
10	Limonite Ave., between I-15 Freeway and Wineville Ave.	1.88	F	1.89	F
11	Schleisman Ave., between Hellman and Archibald Ave.	1.39	F	1.40	F
12	Schleisman Ave., between Archibald and Harrison Ave.	0.88	D	0.90	D
13	Schleisman Ave., between Harrison and Sumner Ave.	1.34	F	1.34	F

Source: *Urban Crossroads 2014d*

As shown in **Table 16-7**, no additional study area roadway segments are anticipated to experience unacceptable level of service (LOS E or worse) with the addition of project traffic in addition to those previously identified under horizon year without project conditions.

The City of Ontario currently has a roadway widening project under way for Archibald Avenue that is improving the street to a four-lane roadway between Chino Avenue and the county line. Archibald Avenue between Limonite Avenue and 65th Street is anticipated to be improved to three lanes in each direction of travel as part of The Trails (DR Horton) project, the Providence Business Park project, and the future proposed shopping center on the southeast corner of Archibald Avenue and Limonite Avenue. The segment of Limonite Avenue between I-15 and Wineville Avenue is anticipated to be improved to four lanes in each direction of travel as part of the I-15/Limonite Avenue interchange project. Similar improvements are anticipated along Limonite Avenue with the development of the other projects. Lastly, the segment of Schleisman Road between Hellman Avenue and Archibald Avenue will be widened to three lanes in each direction with the completion of the Schleisman Bridge widening project that is currently under way.

**Table 16-8
Cumulative 2035 Intersection Analysis Without Intersection Improvements**

ID	Intersection Location	2035 Without Project				2035 With Project			
		Delay (seconds)		LOS		Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Archibald/Limonite Ave.	>200.0	>200.0	F	F	>200.0	>200.0	F	F
2	Archibald/Schleisman Ave.	130.0	84.0	F	F	130.3	85.6	F	F
3	Driveway 1/Limonite Ave.					23.7	22.2	C	C
4	Harrison Ave./Blossom Way	11.5	10.2	B	B	12.7	10.6	B	B
5	Harrison Ave./Driveway 3					12.7	12.4	B	B
6	Harrison/Limonite Ave.	59.8	60.4	E	E	69.5	106.4	E	F
7	Harrison/Schleisman Ave.	116.9	55.6	F	E	117.3	57.9	F	E
8	Sumner/Limonite Ave.	60.7	102.0	E	F	61.2	114.7	E	F
9	Scholar Way/Limonite Ave.	29.9	99.7	C	F	31.4	112.3	C	F
10	Hamner/Limonite Ave.	84.0	166.5	F	F	89.3	183.7	F	F
11	I-15 SB Ramps/Limonite Ave.	>200.0	96.4	F	E	>200.0	104.7	F	F
12	I-15 NB Ramps/Limonite Ave.	51.9	142.6	D	F	57.0	149.0	E	F

Source: *Urban Crossroads 2014d*

The City of Eastvale participates in regional transportation efforts and collects the Transportation Uniform Mitigation Fee (TUMF) from all projects. The City also collects Development Impact Fees (DIF) from projects to fund intersection improvements in Eastvale. Roadways and intersections are monitored regularly and improvements budgeted using these and other funding sources as needs arise. As development occurs, the property frontage along the roadway is developed to adopted City standards that are designed to accommodate existing and projected traffic. Participation in the funding mechanisms also ensures that each project contributes its fair share to the cost of local and regional transportation improvements. **Table 16-9** shows the cumulative 2035 intersection conditions when the roadways and intersections are built to the adopted design standards.

**Table 16-9
Cumulative 2035 Intersection Analysis With Intersection Improvements**

ID	Intersection Location	2035 Without Project				2035 With Project			
		Delay (seconds)		LOS		Delay (seconds)		LOS	
		AM	PM	AM	PM	AM	PM	AM	PM
1	Archibald/Limonite Ave.	37.1	51.5	D	D	37.6	54.5	D	D
2	Archibald/Schleisman Ave.	53.0	45.9	D	D	53.5	46.3	D	D
3	Driveway 1/Limonite Ave.	No change from Table 16-8							
4	Harrison Ave./Blossom Way								
5	Harrison Ave./Driveway 3								
6	Harrison/Limonite Ave.	37.8	30.5	D	C	41.0	39.5	D	C
7	Harrison/Schleisman Ave.	47.9	25.5	D	C	49.4	26.1	D	C
8	Sumner/Limonite Ave.	32.8	45.9	C	D	34.2	49.7	C	D
9	Scholar Way/Limonite Ave.	24.6	51.2	C	D	29.4	54.5	C	D
10	Hamner/Limonite Ave.	40.1	45.7	D	D	41.2	50.4	D	D
11	I-15 SB Ramps/Limonite Ave.	15.9	10.8	B	B	17.4	10.0	B	B
12	I-15 NB Ramps/Limonite Ave.	14.7	35.3	B	D	14.8	37.0	B	D

Source: Urban Crossroads 2014d

Table 16-10 (continued)
Intersection Improvements With Proportionate Share and Funding Source

#	Intersection Location	Jurisdiction	Recommended Improvements ¹						Improvements in TUMF, RBBD or DIF ² ?	Fair Share %	
			Existing (2014)	Existing Plus Project	2018 Without Project	2018 With Project	HY (Post-2035) Without Project	HY (Post-2035) With Project			
9	Scholar Wy. / Limonite Av.	Eastvale						2nd NB left turn lane SB right turn lane 2nd EB through lane 3rd EB through lane EB right turn lane 2nd WB through lane 3rd WB through lane WB right turn lane	Same Same Same Same Same Same Same Same	No No Yes (RBBD & TUMF) Yes (TUMF) No Yes (RBBD & TUMF) Yes (TUMF)	6.5%
10	Hamner Av. / Limonite Av.	Eastvale			Modify the traffic signal to accommodate overlap phasing for the NB and SB right turn lanes 3rd SB through lane 3rd WB through lane	Same Same Same	Modify the traffic signal to accommodate overlap phasing for the NB, SB, EB and WB right turn lanes Same Same	Same Same Same	Yes (DIF) Yes (TUMF) Yes (TUMF)	--	
11	I-15 SB Ramps / Limonite Av.	Caltrans			3rd EB through lane 3rd WB through lane	Same Same	Same Same Modify the interchange by vacating WB left turn lanes and provide for an WB loop on ramp	Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF)	--	
12	I-15 NB Ramps / Limonite Av.	Caltrans			3rd EB through lane 3rd WB through lane	Same Same	Same Same Modify the interchange by vacating EB left turn lanes and provide for an EB loop on ramp	Same Same Same	Yes (TUMF) Yes (TUMF) Yes (TUMF)	--	

Source: Urban Crossroads 2014

While the City has a program in place designed to ensure intersection improvements, and the proposed project will construct frontage improvements on Limonite and Harrison avenues to City standards, there is a potential for the project to impact intersections that are not identified by an adopted fee program. Table 16-10 shows the calculated pro-rata share of project impacts based on the TIA. While it is anticipated that all of these improvements will be part of an adopted program it is possible that some improvements may be outside of any fee program. Mitigation measure **TRA-7** ensures that the project's proportionate share of improvement costs can be assigned and collected prior to issuance of a building permit. Between the adopted impact fee program, and the ability to assign any outside cost consistent with **TRA-7**, this impact is considered less than significant.

- c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project is located in Zone D of the Chino Airport Land Use Plan. The proposed project was reviewed by the Airport Land Use Commission on October 9, 2014. The commission found that the proposed project is consistent with the 2008 Chino Airport Land Use Compatibility Plan with conditions. These conditions are included as mitigation measures **TRA-1** through **TRA-6**. With implementation of the mitigation measures, the project's impact will be less than significant.
- d) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections). Implementation of mitigation measures **TRA-1** and **TRA-2** will ensure that the increases in localized traffic will not result in any substantial hazards due to design. In addition, further project review by City staff will ensure the project design will not result in the development of unsafe driving conditions.
- e) **No Impact.** Prior to any development on-site, the proposed site plan and roadway designs are required to be reviewed by City engineering and planning staff in order to ensure the designs meet all applicable City standards, including the minimum turnaround area for emergency vehicles. In addition, both neighborhoods on-site would be afforded two points of access for emergency vehicles.
- f) **Less Than Significant Impact.** The Riverside Transit Agency (RTA) provides transit service in the study area. A bus stop is shown on the proposed project site plan immediately west of the intersection of Limonite and Harrison Avenue on the north side of Limonite Avenue. The proposed project continues a trail system along the Southern California Edison right-of-way and extends the trails onto the vacated portion of Harrison Avenue north of Blossom Way. As proposed, the project's impacts to transit would be less than significant. The proposed project would include frontage improvements along Limonite and Harrison avenues that would include a sidewalk to further improve pedestrian access in the area. Therefore, this impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

4. Prior to issuance of building permits, the project will be required to pay appropriate Mira Loma Road and Bridge Benefit District fees.

MITIGATION MEASURES

TRA-1 Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.

Timing/Implementation: Prior to filing of final map or as part of review of improvement plans

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

TRA-2 The following uses shall be prohibited:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflowers, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- e. Highly noise-sensitive outdoor nonresidential uses, children's schools, hospitals, and nursing homes.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

TRA-3 A notice approved by the Airport Land Use Commission shall be provided to all potential purchasers of the property and shall be recorded as a deed notice recognizing the proximity of the Chino Airport and the potential for aircraft over flight.

Timing/Implementation: Prior to filing of final map

Enforcement/Monitoring: City of Eastvale Planning Department, Public Works Department and Riverside County Airport Land Use Commission

TRA-4 Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

TRA-5 All open space areas as indicated on the exhibit titled Conceptual Site Plan, dated September 22, 2014, shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of open space areas where the area abuts a wall or other similar feature, provided they are planted within 4 feet of the wall.

Timing/Implementation: Reviewed as part of the construction plans, and verified prior to occupancy

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

TRA-6 In the event the SCE easement is vacated, the underlying property is to remain open space [which may include recreational trails] in accordance with the rules and regulations of the Airport Land Use Commission (ALUC) as they may exist at that time. (Added by the ALUC on October 9, 2014.)

Timing/Implementation: Prior to filing of final map

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

TRA-7 For intersection improvements that are not part of the Development Impact Fees adopted by the City, the proposed project shall pay its pro-rata share of improvement costs as shown in Table **16-10**, or as approved by the City Engineer.

Timing/Implementation: Prior to issuance of building permit

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

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measures **TRA-1** through **TRA-6** would ensure that the project is compliant with the conditions required by the Riverside County Airport Land Use Commission and consistent with the 2008 Chino Airport Land Use Compatibility Plan. Additionally, **TRA-1** and **TRA-2** will ensure that the increases in localized traffic will not result in any substantial hazards due to design. Mitigation Measure **TRA-7** ensures that the project contributes the fair share amount of any intersection improvements not already part of the City's impact fee program.

17. UTILITIES AND SERVICE SYSTEMS. Would the proposed project:					
Issues		Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e)	Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g)	Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

DISCUSSION

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

The proposed project would receive wastewater conveyance services from the Jurupa Community Services District (JCSD). The JCSD discharges Eastvale-generated wastewater flows to the River Road Lift Station, which pumps the wastewater to the Western Riverside County Regional Wastewater Authority (WRCRWA) treatment plant (JCSD 2011a). The JCSD estimates that wastewater treatment plant capacity is currently 8 million gallons per day (mgd) with the ability to expand to 32 mgd (JCSD 2011a). According to the JCSD (2011b) Standards Manual, residential units in the Eastvale area are estimated to generate an average of 220 gallons of wastewater daily per unit. Therefore, the proposed project can be expected to contribute 70,180 gallons of wastewater flow to the WRCRWA treatment plant daily (323 units x 220 daily gallons = 70,180 gallons daily).

Wastewater	Units	Wastewater Demand	mgd
Existing Approved TTM 32797	117	25,740	0.026
Proposed Project	323	70,180	0.070
Increase	202	44,440	0.044

Since the project would only result in an increase of wastewater flows equal to 0.8 percent of current capacity ($70,180 \div 8,000,000 = 0.008$), adequate capacity is available to serve the proposed project. In addition, the WRCRWA treatment plant is in compliance with all applicable RWQCB wastewater treatment requirements.

- b) **Less Than Significant Impact.** Water service would be provided to the project site by the JCSD. The JCSD has issued a will-serve letter to the proposed project for water service, conditional only on compliance with district rules, regulations, and payment of appropriate fees. The will-serve letter indicates that the JCSD’s current water supply exceeds the maximum daily demand projected in the next five years. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its water supply (City of Eastvale 2012b). Through a joint powers authority, the JCSD partners with the Chino Desalter Authority (CDA), the owner and operator of two water treatment plants (desalters), to treat potable water for the JCSD service area. Each of the desalters has the current capacity to treat 12 mgd of water (City of Eastvale 2012b). In addition, the CDA is currently in the process of expanding the treatment capacity of the desalters via local groundwater wells. Water is treated at the Chino I Desalter, the Chino II Desalter, and the Roger Teagarden Ion Exchange Treatment Plant. The JCSD 2010 Urban Water Management Plan identifies per capita water demand in the JCSD service area as 248.3 gallons per day (gpd) per person, which is based on a 15-year range (JCSD 2011a). Applying those factors to the growth anticipated by the proposed project would equate to an increase in water demand of 319,314 gpd (1,286 additional persons x 248.3 gpd per person). Since the project would only result in an increase of water demand equal to 2.7 percent of current treatment capacity, adequate water treatment capacity is available to serve the proposed project.

Water	Units	Population	Gallons per Day	mgd
Existing Approved TTM 32797	117	472	117,076	0.12 mgd
Proposed Project	323	1,286	319,314	0.32 mgd
Increase	202	814	202,116	0.20

The project would result in an increase of water demand equal to 2.7 percent of current capacity ($12 \text{ mgd} \div 319,314 = 0.027$), as stated previously. Therefore, adequate wastewater treatment

capacity is available to serve the proposed project. Therefore, this impact would be less than significant.

- c) **Less Than Significant Impact.** According to the preliminary hydrology report prepared by Albert A. Webb Associates (2014a), the development will construct a 48-inch storm drain line in Limonite Avenue connecting to the existing 48-inch line west of the property and extending said line to the site frontage. The proposed site has been divided into four distinct subareas: A, B, C, and D. Laterals from Subareas A, B, and D will connect to this proposed storm drain line in Limonite Avenue. No off-site drainage improvements are proposed. Construction of the proposed drainage system could result in numerous environmental effects, including temporary aesthetic impacts, disturbance of biological and/or cultural resources, soil erosion, release of hazardous materials and/or air emissions associated with construction equipment, and temporary noise and traffic impacts. Each of these potential effects is addressed in the appropriate subsection of this document and, where necessary, mitigation is provided to reduce impacts to levels that are less than significant. Therefore, this impact would be less than significant.
- d) **Less Than Significant Impact.** According to the JCSD Urban Water Management Plan, the JCSD has an estimated production capacity of 41,900 acre-feet of water annually and currently provides approximately 23,660 acre-feet annually (JCSD 2011a). As previously stated, the identified per capita water demand in the JCSD service area is 248.3 gpd per person, which is based on a 15-year range (JCSD 2011a). Applying those factors to the growth anticipated by the proposed project would equate to an increase in water demand of 319,314 gpd (1,286 additional persons x 248.3 gpd per person). The consumption of 319,314 gallons of water daily equates to 0.97 acre-feet daily and 354 acre-feet annually (0.97 acre-feet x 365 days = 354 acre-feet). An increased demand of 354 acre-feet of water represents a 1.4 percent increase in water demand for the JCSD ($354 \div 23,660 = 0.014$). Considering the current water demand of the JCSD as well as potential water production capacity, the limited increase in water demand due to the proposed project will be less than significant.
- f, g) **Less Than Significant Impact.** The main disposal sites for the proposed project area are the El Sobrante Landfill in Corona and the Lamb Canyon Sanitary Landfill in Riverside. The El Sobrante Landfill has a capacity of 16,054 tons of solid waste per day and, as of April 2009, had 145,530,000 tons of capacity available (CalRecycle 2014a). The facility is projected to reach capacity in 2045. The Lamb Canyon Sanitary Landfill has a capacity of 3,000 tons of solid waste per day and, as of January 2009, had 18,955,000 cubic yards (roughly 5,117,850 tons) of capacity available (CalRecycle 2014a).

Using California Department of Resources Recycling and Recovery (CalRecycle) waste generation rates, the proposed project is estimated to generate approximately 3,901 pounds daily (194 tons of solid waste annually). This estimate was obtained using ratios obtained from CalRecycle's (2013) estimated solid waste generation rates for residences, which projects the generation of approximately 12.23 pounds of solid waste per residence each day (323 residential units x 12.23 = 3,901 pounds daily; 3,901 pounds x 365 = 1,423,865 pounds/711 tons annually). A proposed project contribution of 711 tons of solid waste annually will not substantially alter existing or future solid waste generation patterns and disposal services considering the permitted daily capacity at both the El Sobrante Landfill and the Lamb Canyon Sanitary Landfill. Furthermore, the proposed project will be consistent with the County Integrated Waste Management Plan and will be required to comply with the recommendations of the Riverside County Waste Management Department for any development associated with the proposed project. Additionally, the proposed project would

comply with all federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991. The act requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables. The proposed project does not any propose activities that would conflict with the applicable programmatic requirements; therefore, this impact will be less than significant.

STANDARD CONDITIONS & REQUIREMENTS

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

MITIGATION MEASURES

None required.

18. MANDATORY FINDINGS OF SIGNIFICANCE. Would the proposed project:

	Issues	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a)	Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?		✓		
b)	Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		✓		
c)	Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

The following are mandatory findings of significance in accordance with Section 15065 of the CEQA Guidelines.

DISCUSSION

- a) **Less Than Significant Impact With Mitigation Incorporated.** As discussed previously, the proposed project would not result in any significant impacts. As discussed in subsection 4, Biological Resources, after mitigation, the proposed project would result in less than significant impacts to local, regional, or state habitat conservation plans and on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Similarly, as discussed in subsection 5, Cultural Resources, after mitigation, the proposed project would result in less than significant impacts to human remains, archaeological resources, and paleontological resources.
- b) **Less Than Significant Impact With Mitigation Incorporated.** A significant impact may occur if the project, in conjunction with related projects, would result in impacts that are less than significant when viewed separately but would be significant when viewed together. When considering the proposed project in combination with other past, present, and reasonably foreseeable future projects in the vicinity of the project site, the proposed project does not have the potential to cause impacts that are cumulatively considerable. As detailed in the above discussions, the proposed project would not result in any significant and unmitigable impacts in any environmental categories. In all cases, the impacts associated with the project are limited to the project site or are

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

- c) **Less Than Significant Impact With Mitigation Incorporated.** The proposed project does not have the potential to significantly adversely affect humans, either directly or indirectly, once mitigation measures are implemented. While a number of the proposed project's impacts were identified as having a potential to significantly impact humans, with implementation of the identified mitigation measures and standard requirements, these impacts are expected to be less than significant. With implementation of the identified measures, the proposed project is not expected to cause significant adverse impacts to humans. All significant impacts are avoidable, and the City of Eastvale will ensure that measures imposed to protect human beings are implemented.

REFERENCES

- Albert A. Webb Associates. 2014a. *Preliminary Hydrology Report for Tract 36775*.
- . 2014b. *Preliminary Water Quality Management Plan for Tract 36775*.
- Bryant, William A., and Earl W. Hart. 2007. *Fault-Rupture Hazard Zones in California: Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*. California Geological Survey Special Publication 42.
- CalRecycle (California Department of Resources Recycling and Recovery). 2013. *Residential Developments: Estimate Solid Waste Generation Rates*.
<http://www.calrecycle.ca.gov/wastechar/wastegenrates/Residential.htm>.
- . 2014a. *Active Landfills Profile for El Sobrante Landfill (33-AA-0217)*. Accessed December 18.
<http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/>.
- . 2014b. *Active Landfills Profile for Lamb Canyon Sanitary Landfill (33-AA-0007)*. Accessed December 18. <http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/>.
- Caltrans (California Department of Transportation). 2011. California Scenic Highway Mapping System.
http://www.dot.ca.gov/hq/LandArch/scenic_highways/.
- CGS (California Geological Survey). 2014. *Seismic Hazard Zonation Program*.
- CHJ. 2005. *Geotechnical Investigation*.
- City of Eastvale. 2012a. *General Plan*.
- . 2012b. *General Plan Environmental Impact Report*.
- CNUSD (Corona-Norco Unified School District). 2012. *Developer Fees*. www.cnusd.k12.ca.us.
- County of Riverside. 2003. *Riverside County General Plan EIR No. 441*.
- . 2008. *Riverside County General Plan*.
- DOF (California Department of Finance, Demographic Research Unit). 2014. Table 2: E-5, City/County Population and Housing Estimates.
- DTSC (California Department of Toxic Substances Control). 2014. EnviroStor. Accessed December 1.
<http://www.envirostor.dtsc.ca.gov/public/>
- Glenn Lukos Associates, Inc. 2014a. *Biological Technical Report for the Tract 36775 Development Project*.
- . 2014b. *Results of a Biological/Regulatory Overview for the 41.20-Acre Dyt Dairy Property*.
- Google Earth. 2014.
- JCSD (Jurupa Community Services District). 2011a. *2010 Urban Water Management Plan*.

- . 2011b. *Standards Manual*.
- Leighton and Associates. 2013a. *Geotechnical Due Diligence Review and Manure Investigation*.
- . 2013b. *Geotechnical Exploration*.
- . 2013c. *Phase I and Limited Phase II Environmental Site Assessment for the Dyt Property*.
- . 2014a. *Historic Resources Assessment*.
- . 2014b. *Additional Pesticide Assessment*.
- LSA Associates. 2014a. *Archeological Assessment Survey*.
- . 2014b. *Historic Resources Assessment*.
- RCALUC (Riverside County Airport Land Use Commission). 2014a. *County of Riverside Airport Land Use Commission Staff Report – Case Number ZAP1019CH14*.
- . 2014b. *Airport Land Use Commission Development Review*.
- RCLIS (Riverside County Land Information System). 2014. Accessed December 2014. <http://www3.tlma.co.riverside.ca.us/pa/rclis/viewer.htm>.
- Riverside Transit. 2014. Riverside Downtown Terminal to Hamner & Limonite. <http://www.riversidetransit.com/home/images/stories/DOWNLOADS/ROUTES/029.pdf>
- Santa Ana RWQCB (Regional Water Quality Control Board). 1995. *Water Quality Control Plan, Santa Ana River Basin*. Updated February 2008.
- . 2010. *Order No. R8-2010-0033 (NPDES No. CAS 618033) – Area Wide Urban Storm Water Runoff*.
- . 2013. *Order No. RB-2013-0024, Amending Order No. RB-2010-0033 – Area-Wide Urban Storm Water Runoff*.
- SCAQMD (South Coast Air Quality Management District). 1993. *CEQA Air Quality Handbook*.
- . 2008. *Localized Significance Threshold Methodology*.
- . 2013. *Final 2012 Air Quality Management Plan*.
- Urban Crossroads. 2015a. *Final Noise Impact Analysis for TTM 36775*
- . 2015b. *SC Limonite, LLC, Traffic Impact Analysis*
- . 2014a. *SC Limonite, LLC, Air Quality Impact Analysis*.
- . 2014b. *SC Limonite, LLC, Greenhouse Gas Analysis*
- WRCOG (Western Riverside Council of Governments). 2014. *Subregional Climate Action Plan*.