

INITIAL STUDY

South Milliken Distribution Center (Project No. PLN17-20013)

Lead Agency:

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



January 11, 2018

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APPENDICES

Note to reader: Each appendix is numbered to correspond with the environmental section of the checklist with which it is associated. Therefore, the numbers may not be consecutive.

- **Appendix 2** Project Development Plans
- **Appendix 3a** Air Quality Impact Analysis
- **Appendix 3b** Health Risk Assessment
- **Appendix 4** Biological Technical Report
- **Appendix 5** Cultural Resources Survey
- **Appendix 6** Geotechnical Engineering Report
- **Appendix 7** Greenhouse Gas Analysis
- **Appendix 8** Hazardous Materials Investigations
- **Appendix 9** Hydrology and Water Quality Reports
- **Appendix 12** Noise Impact Analysis
- **Appendix 16** Traffic Impact Analysis

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I. INTRODUCTION AND PROJECT DESCRIPTION

A. PURPOSE AND PROJECT OVERVIEW

The City of Eastvale is processing a General Plan Amendment, Change of Zone, and Major Development Review for the South Milliken Distribution Center (project), which consists of a 277,636-square-foot warehouse building on a 15.8-acre site comprised of two parcels. The project site is designated as Commercial-Retail (CR) and zoned Scenic Highway Commercial (C-P-S) and Manufacturing - Medium (M-M). The proposed project includes a General Plan Amendment to change the land use designation from Commercial Retail (CR) to Light Industrial (LI) and a zone change for approximately 12.5 acres of the site from Scenic Highway Commercial (C-P-S) to Manufacturing - Medium (M-M) zone. 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.).

B. PROJECT LOCATION AND DESCRIPTION OF SURROUNDING AREA

The project site is located in the City of Eastvale, in the County of Riverside; refer to **Exhibit 1, Regional Vicinity Map**. The site is generally located at the northeast corner of Milliken Avenue and the State Route (SR) 60-freeway off-ramp (east of Milliken Avenue, north of SR 60, and west of Interstate 15) in the northwestern most portion of Eastvale. Refer to **Exhibit 2, Local Vicinity Map**, for the location of the project site. The proposed project is located on a 15.8-acre site that consists of two parcels (APNs 156-030-001 and -002). The site is generally undeveloped, with the exception of a power transmission tower and two billboard structures, both of which are located in the southern portion of the site; refer to **Exhibit 3, Project Site Aerial**.

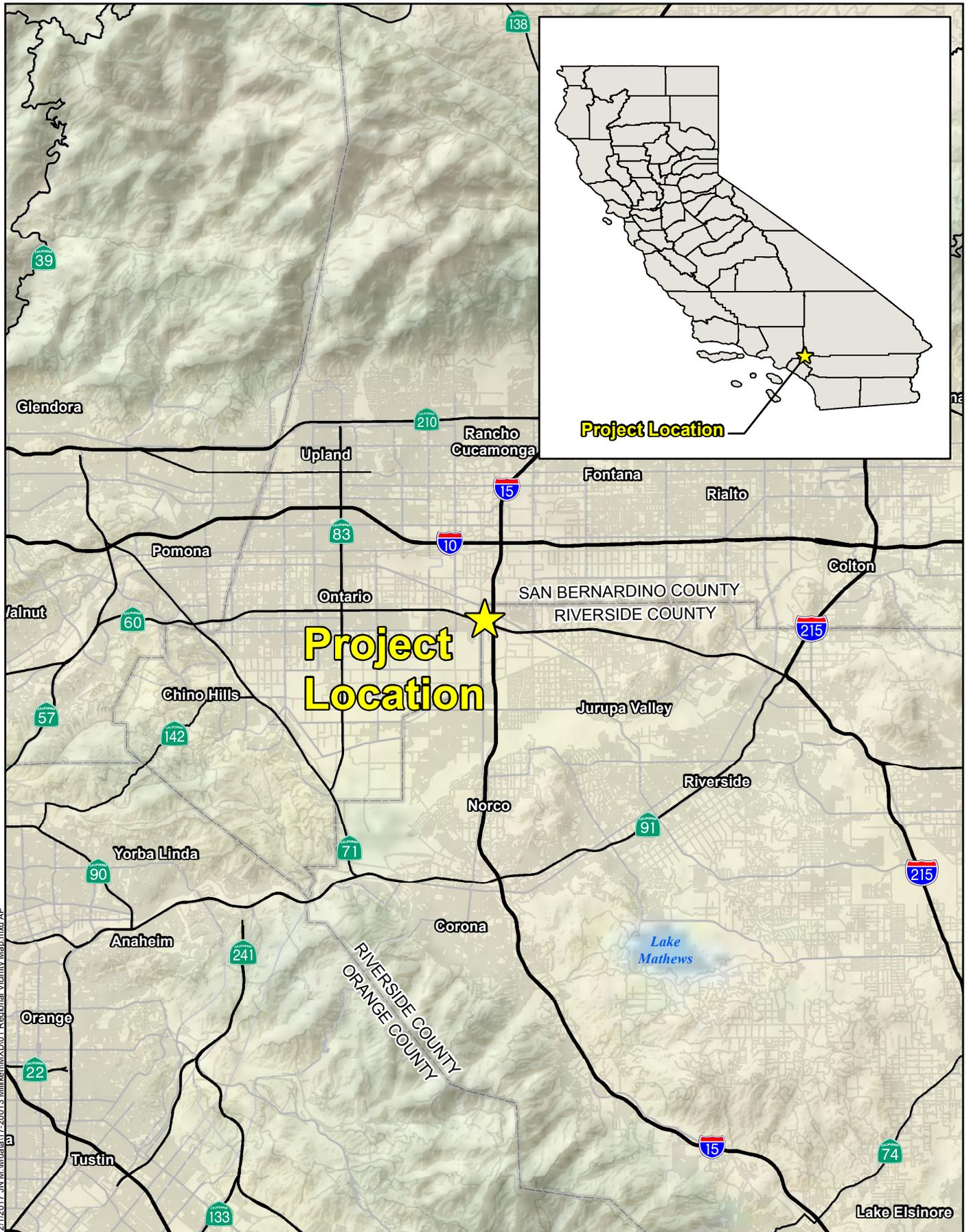
Surrounding the project site, there are light industrial uses to the north and west (including logistics-type uses), church to the east, and the 60 freeway to the south.

C. PROJECT DESCRIPTION

The proposed development includes the construction of a 277,636-square-foot industrial warehouse and logistics building. The project includes an 8,000-square-foot office area, 29 dock doors on the south side of the building, 50 truck trailer parking stalls, 175 passenger vehicle parking stalls, drive aisles, water detention basins, and landscaping. Refer to **Exhibit 4, Project Site Plan**, for the proposed project components. Site access would be from a driveway on Milliken Avenue. The project involves the following entitlements:

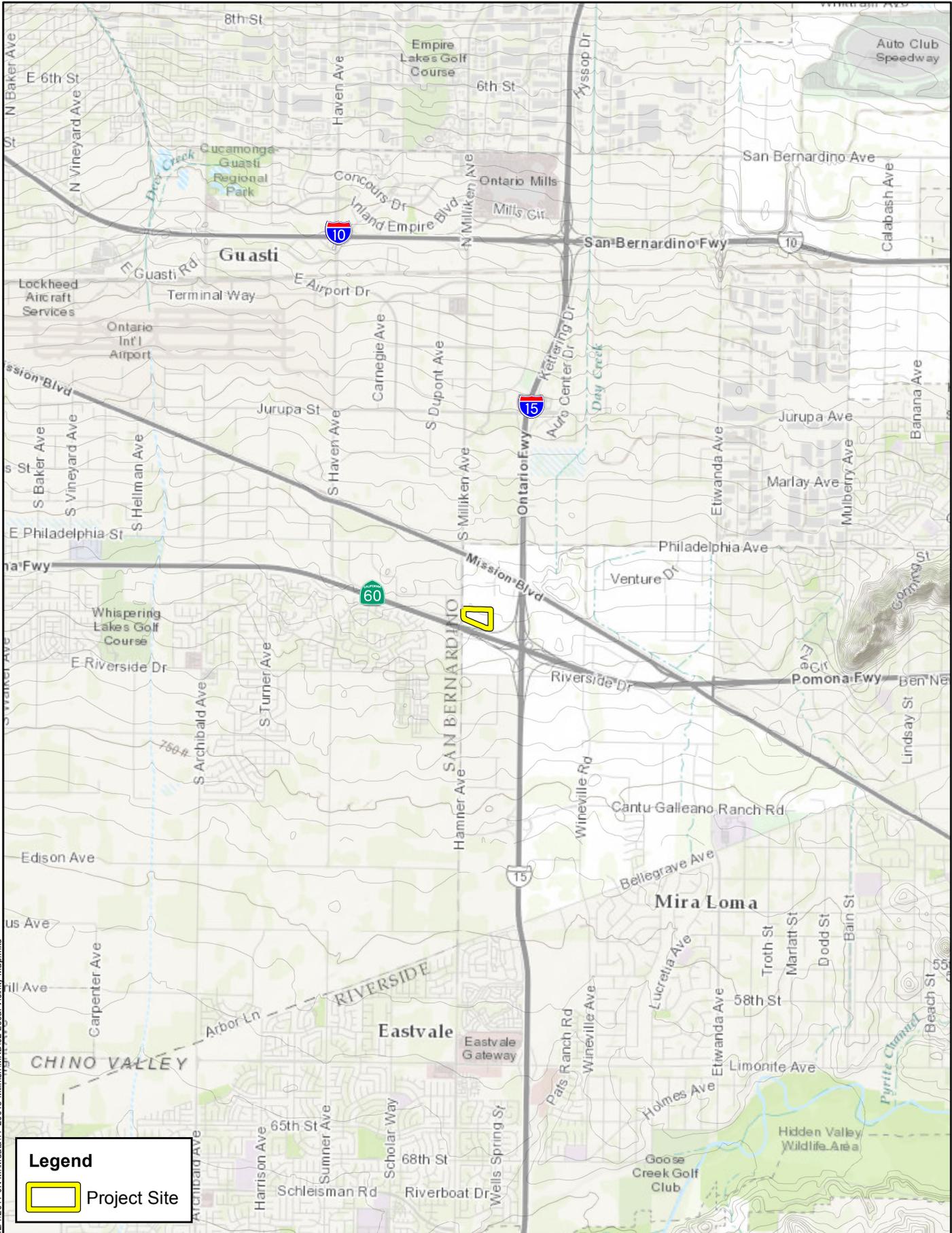
- A General Plan Amendment to change the site from Commercial-Retail (CR) to Light Industrial (LI) (refer to **Exhibit 5, Project Land Use Designation**).
- A Change of Zone for approximately 12.5 acres of the northwestern portion of the site from Scenic Highway Commercial (C-P-S) to Manufacturing - Medium (M-M) (refer to **Exhibit 6, Project Zoning**). The zone change would make the project site consistent with the proposed General Plan land use designation and make the project site one zone.
- A Major Development Review for construction of the warehouse building as described above.

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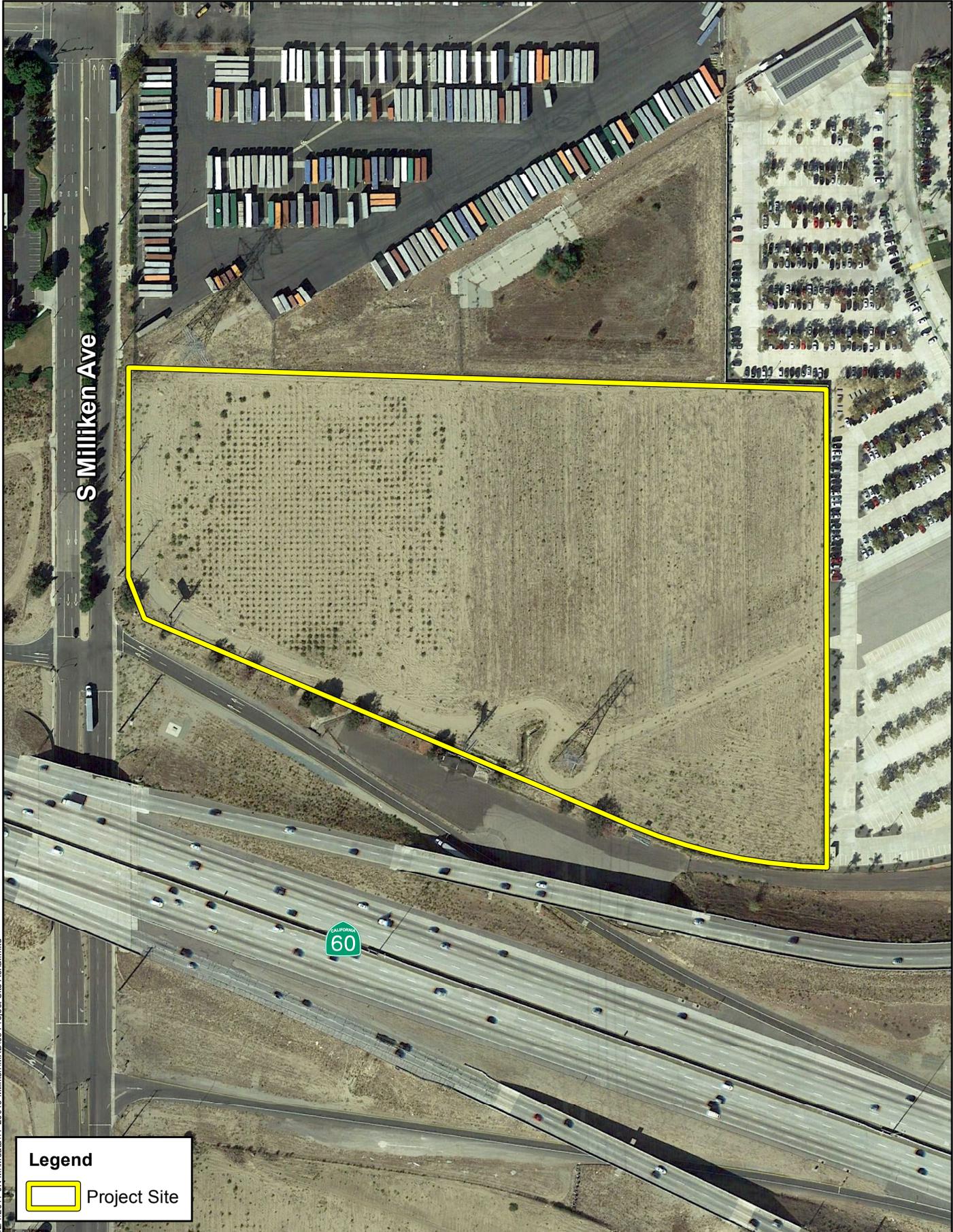
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Source: Riverside County, ESRI USA Topographic Basemap, USGS

SOUTH MILLIKEN AVE DISTRIBUTION CENTER IS/MND
Local Vicinity Map

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S Milliken Ave



Legend

 Project Site

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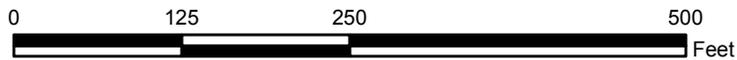
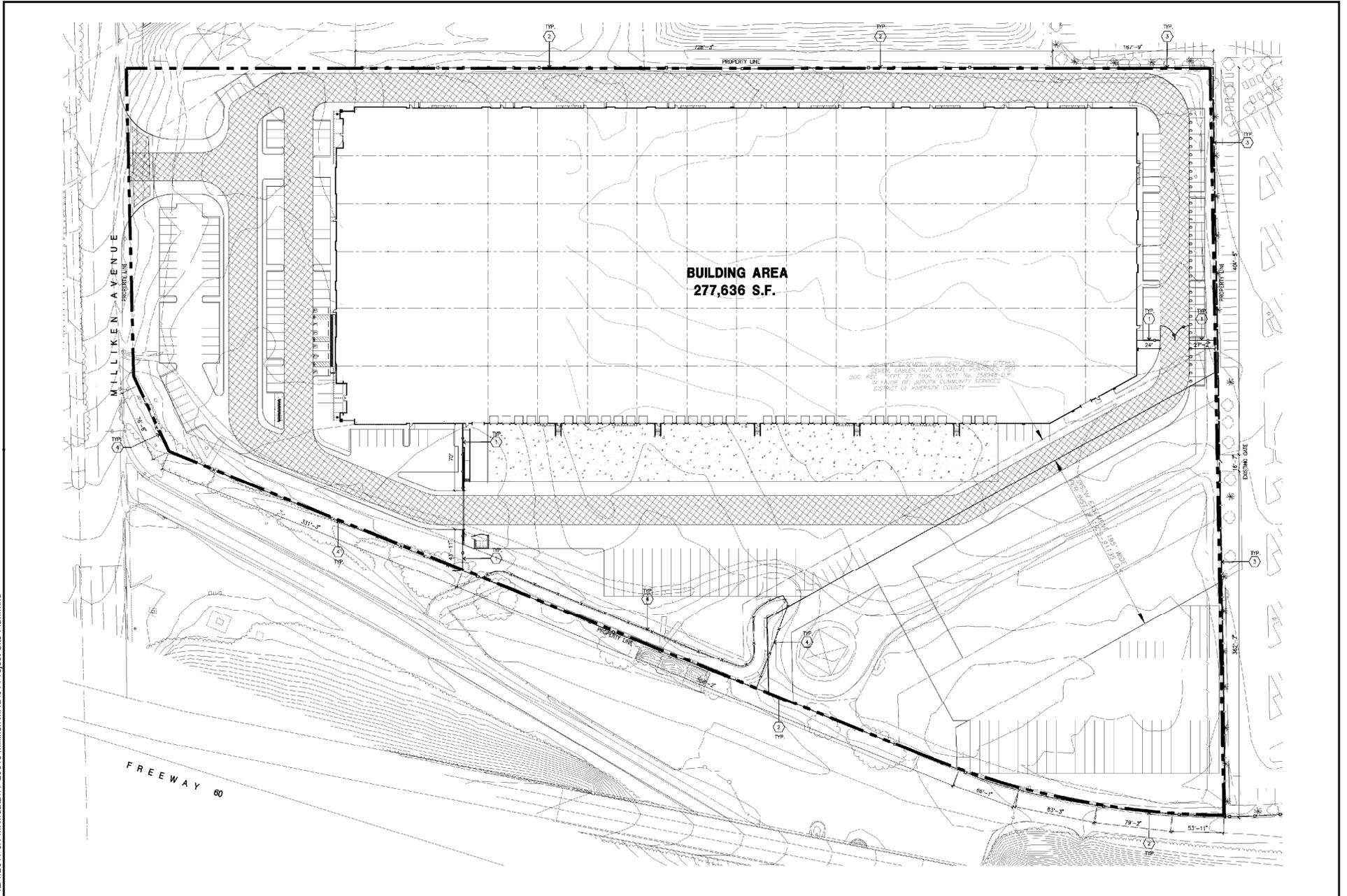


Source: Google Imagery, San Bernardino County, USGS

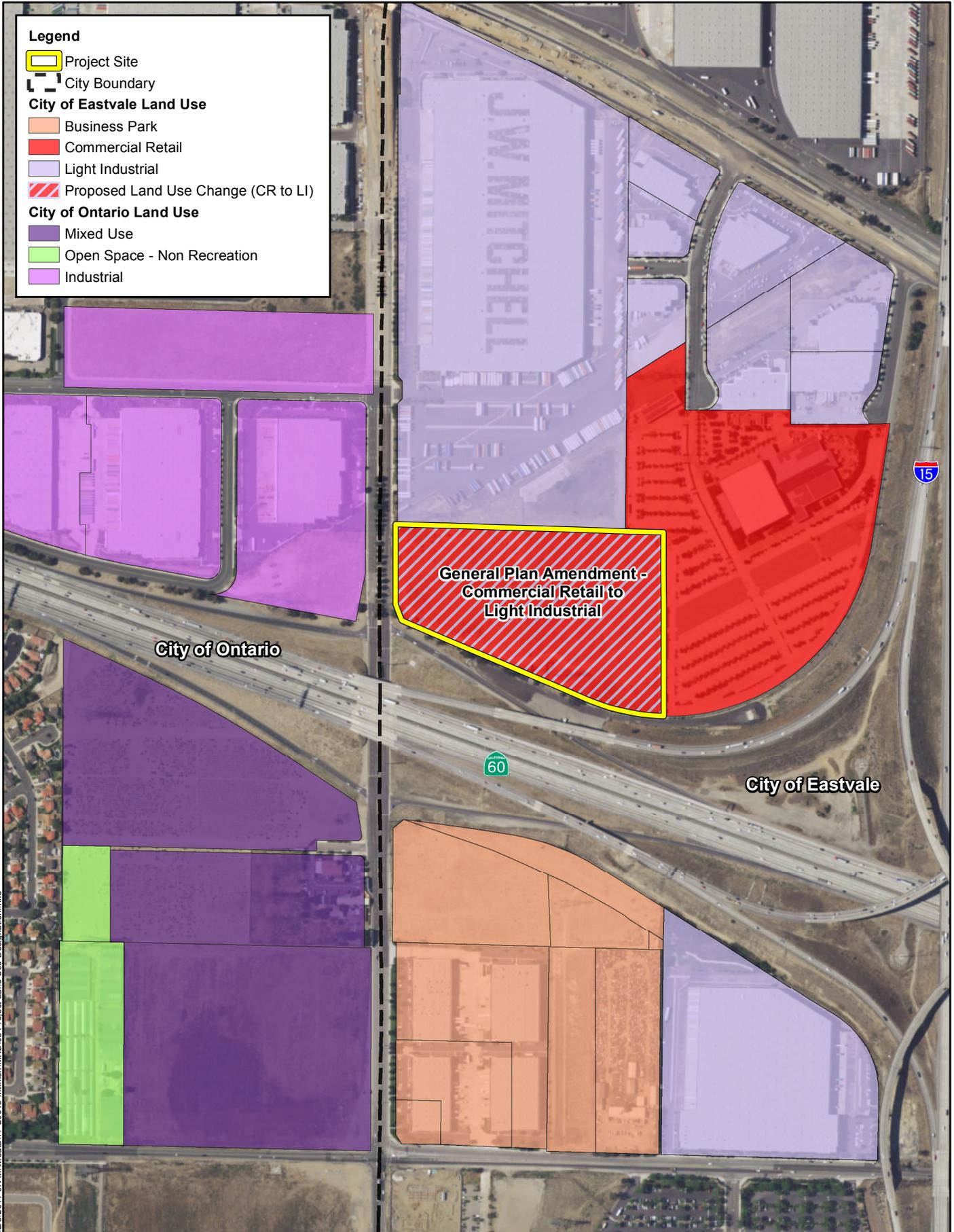
SOUTH MILLIKEN AVE DISTRIBUTION CENTER IS/MND
Project Site Aerial

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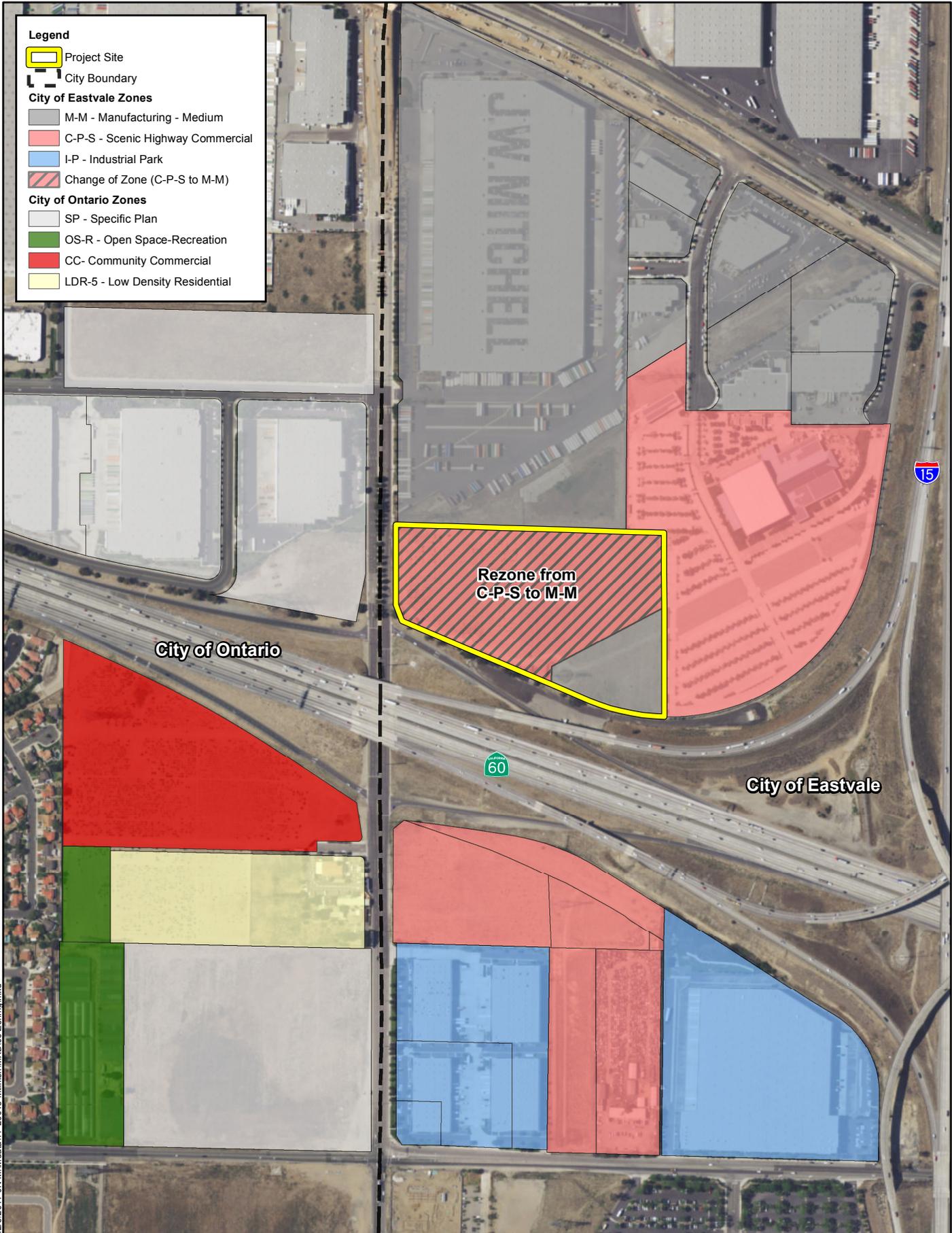
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Legend

- Project Site
- City Boundary
- City of Eastvale Zones**
- M-M - Manufacturing - Medium
- C-P-S - Scenic Highway Commercial
- I-P - Industrial Park
- Change of Zone (C-P-S to M-M)
- City of Ontario Zones**
- SP - Specific Plan
- OS-R - Open Space-Recreation
- CC - Community Commercial
- LDR-5 - Low Density Residential

12/15/2017 JN M:\Mdata\17-20013 Milliken\MXD\06 Zoning.mxd

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II. ENVIRONMENTAL SETTING

A. REGULATORY SETTING

The Eastvale General Plan was adopted in 2012 and can be found on the City's website at www.eastvaleca.gov. As described previously, the General Plan land use designation for the project site is Commercial Retail. The proposal is to amend the designation to Light Industrial, which allows the development of a warehouse, which would be consistent with surrounding uses. The allowed floor area ratio (FAR) for this land use designation is 0.25 to 0.60. The proposed warehouse, has a proposed 0.405 FAR, and would be within the applicable FAR range.

The City's Zoning Code was adopted in 2013 and can be found on the City's website at www.eastvaleca.gov. The northern parcel (approximately 12.5 acres) of the project site is currently zoned Scenic Highway Commercial (C-P-S), and the southern parcel (approximately 3.3 acres) is zoned Manufacturing - Medium (M-M). Under the proposed project, the site would be rezoned to the Manufacturing - Medium zone. This is consistent with the proposed General Plan Amendment, as well as with surrounding uses.

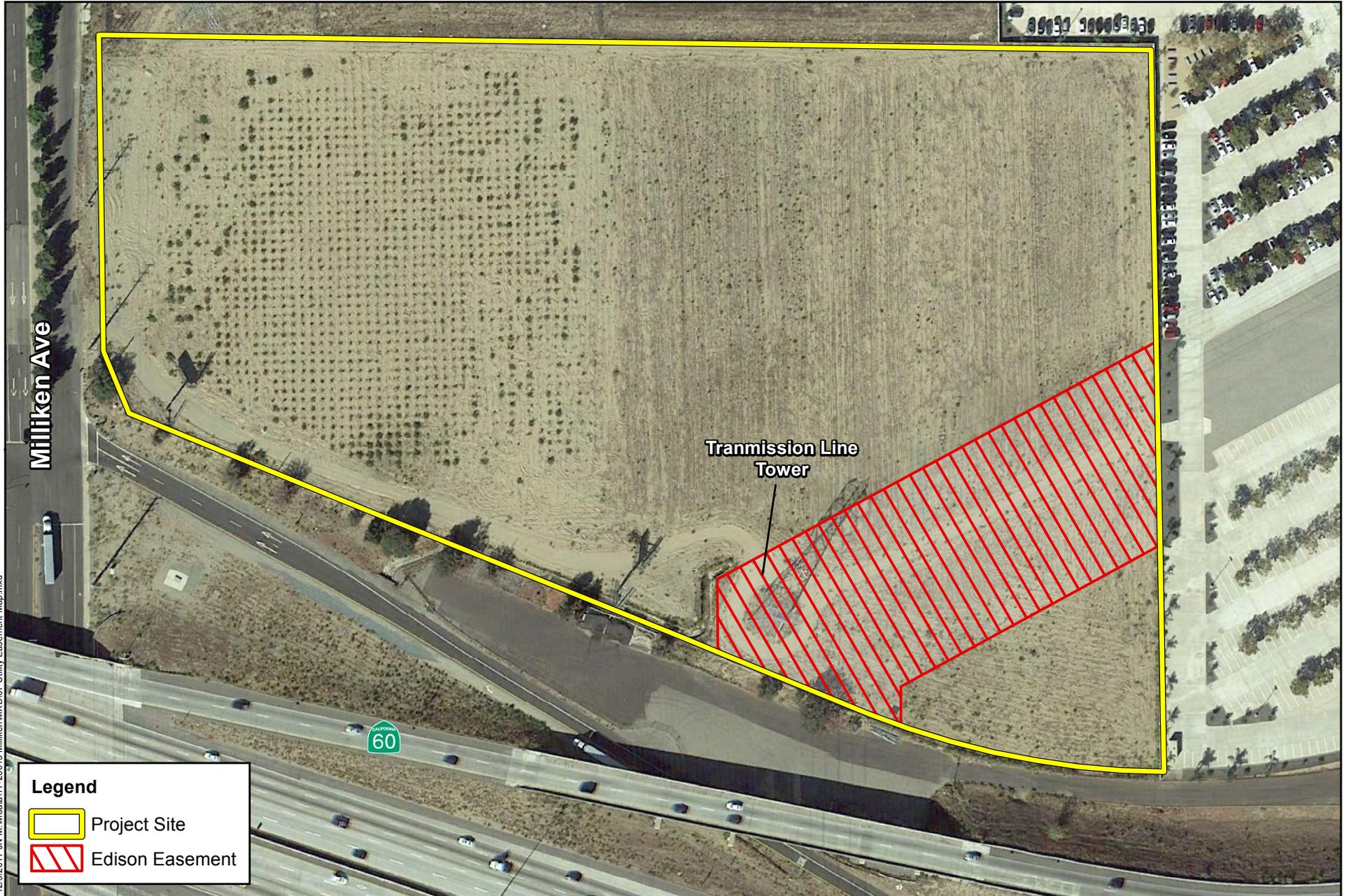
B. PHYSICAL SETTING

The site is relatively flat with elevations that range from approximately 805 to 815 feet above mean sea level. Southern California Edison (SCE) has a 195-foot-wide electrical utility easement across the southeastern portion of the site (between the two parcels), where a transmission line and tower is located; refer to **Exhibit 7, Utility Easement Map**. There are also two billboards on the site: one near the transmission line tower and one in the southwest corner of the site.

There are no natural drainage features on-site, but there is a concrete-lined channel along the southern side of the property. Soils on the site are mapped as Delhi fine sand, and Gorgonio loamy sand (Alden Environmental 2017).

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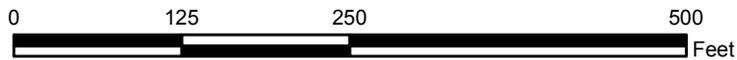
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Transmission Line Tower

Legend

-  Project Site
-  Edison Easement



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III. ENVIRONMENTAL CHECKLIST FORM

A. PROJECT INFORMATION

- | | |
|---|---|
| 1. Project Title | South Milliken Distribution Center DR, COZ, and GPA (PLN17-20013) |
| 2. Lead Agency Name and Address | City of Eastvale Planning Department
12363 Limonite Avenue, Suite 910
Eastvale, CA 91752 |
| 3. Contact Person and Phone Number | Kanika Kith; (951) 258-8300 |
| 4. Project Location | Northeast corner of South Milliken Avenue and the 60 Freeway off-ramp (APNs 156-030-001 and -002) |
| 5. Project Sponsor Name and Address | Newcastle Partners, Inc.
4740 Green River Road, Suite 118
Corona, CA 92880 |
| 6. General Plan Designation Existing | Commercial Retail (CR) |
| General Plan Designation Proposed | Light Industrial (LI) |
| 7. Zoning Existing | 12.5 NW acres: Scenic Highway Commercial (C-P-S)
3.3 SE acres: Manufacturing - Medium (M-M) |
| Zoning Proposed | All: Manufacturing - Medium (M-M) |
| 8. Description of Project | Proposed 277,636-square-foot industrial warehouse/logistics building with associated parking, water detention basins, and landscaping. In addition, a General Plan Amendment to change the General Plan land use designation from Commercial Retail (CR) to Light Industrial (LI), and a Change of Zone for the 12.5-acre parcel from Scenic Highway Commercial (C-P-S) to Manufacturing - Medium (M-M) are proposed. |

9. Surrounding Land Use Designations and Zoning

North	<u>Land Use Designation</u>	Light Industrial (LI)
	<u>Zoning</u>	Manufacturing - Medium (M-M)
East	<u>Land Use Designation</u>	Commercial Retail (CR)
	<u>Zoning</u>	Scenic Highway Commercial (C-P-S)
South	<u>Land Use Designation</u>	Freeway
	<u>Zoning</u>	Freeway
West	<u>Land Use Designation</u>	Open Space (Non-Recreation) and Business Park (City of Ontario)
	<u>Zoning</u>	Specific Plan, Milliken Industrial Park (City of Ontario)

10. Other Required Public Agency Approvals

- Jurupa Community Service Department – water and wastewater connections
- State Water Resources Control Board – NPDES Construction General Permit
- Western Riverside County Regional Conservation Authority – findings and mitigation requirements for compliance with the Riverside County Multispecies Habitat Conservation Plan.
- Southern California Edison – use of easement

11. Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3? If so, has consultation begun?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code Section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File based on Public Resources Code Section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code Section 21082.3(c) contains provisions specific to confidentiality.

The City has established a Tribal Historic Preservation Officer (THPO) contact list pursuant to Public Resources Code Section 21080.3. The City has distributed letters to applicable THPOs on the City's contact list, providing initial information about the project, and inviting consultation. See Section IV. 17, *Tribal Cultural Resources*, of this Initial Study for additional information.

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 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 checked="" type="checkbox"/>	Land Use and Planning	<input checked="" type="checkbox"/>	Transportation/Traffic
<input type="checkbox"/>	Cultural Resources	<input type="checkbox"/>	Mineral Resources	<input checked="" type="checkbox"/>	Tribal Cultural Resources
<input type="checkbox"/>	Geology and Soils	<input type="checkbox"/>	Noise	<input type="checkbox"/>	Utilities and Service Systems
				<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



January 11, 2018

Signature

Date

Eric Norris, Planning Director

IV. ENVIRONMENTAL ANALYSIS

1. AESTHETICS					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:					
a)	Have a substantial adverse effect on a scenic vista?				✓
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, 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?			✓	

DISCUSSION

1(a) *Have a substantial adverse effect on a scenic vista?* **Determination: No Impact.**

Scenic vistas include natural features such as topography, watercourses, rock outcroppings, natural vegetation, and historic buildings. The area surrounding this project site is fully developed with light industrial and commercial uses as well as major freeway facilities. Neither the project site nor the surrounding areas contain any unique visual features that could represent a scenic vista. Furthermore, there are no scenic vistas identified in the General Plan on or near the project site. The project is limited to a maximum height of 75 feet tall and would be generally consistent with its surrounding uses. Therefore, there would be no impact.

1(b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?* **Determination: No Impact.**

The project site is not located near any state-designated scenic highways, or highways eligible for designation as a state scenic highway (Caltrans 2017). The nearest scenic highway to the project site is State Route (SR) 71, which is located approximately 14 miles west of the site. In addition, the project site does contain any scenic resources such as trees, rock outcroppings, or historic buildings. There would be no impact to scenic resources or highways.

1(c) *Substantially degrade the existing visual character or quality of the site and its surroundings?* **Determination: Less than Significant Impact.**

The site is characterized by disturbed land cover and consists mainly of vacant land with ruderal plants and an abandoned plot of grape vines (Google Earth 2017; Alden Environmental 2017). Additionally, the site is surrounded by industrial and commercial land uses as well as major

highways. As proposed, the project would be generally consistent with the surrounding uses. Furthermore, the development will be subject to the City of Eastvale General Plan and Municipal Code Design Standards and Guidelines, which will evaluate the proposed development for conformance with City requirements. Some City design standards include guidance on architecture, building materials, color palette, and landscaping as well as visually screened parking areas, loading docks, storage areas, utilities, and rooftop equipment. Therefore, the proposed project would not substantially degrade the visual character or quality of the project site.

*1(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Determination: Less than Significant Impact.***

The project site is currently vacant, with the exception of electrical infrastructure and billboard advertisement facilities. As such, the project generates a limited amount of light or glare. There are existing pole-mounted streetlights located near the site on Milliken Avenue. Future development would include exterior lighting commonly associated with a logistics/distribution center, including pole-mounted parking lot lighting, light visible through building windows and doors, vehicle headlights, and illuminated signage. 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.

The proposed project would be subject to the standards in Eastvale Municipal Code Section 120.05.050, Outdoor Lighting, which requires that all outdoor lighting fixtures undergo development review approval by the City. All outdoor lighting must be fully shielded and/or recessed and directed downward to reduce light trespass to adjoining properties. All lighting must be designed to illuminate at the minimum level necessary for safety and security. While the project would result in an increase in light and glare, compliance with these regulations would reduce impacts to a less than significant level.

STANDARD CONDITIONS AND REQUIREMENTS

1. Eastvale Municipal Code Section 120.05.050, identifies the standards for outdoor lighting.
2. Eastvale Municipal Code Design Standards and Guidelines establishes standards for development in the City and provide guidance on architecture, building materials, color palette, and landscaping as well as visually screened parking areas, loading docks, storage areas, utilities, and rooftop equipment.

MITIGATION MEASURES

None required.

2. AGRICULTURE AND FORESTRY RESOURCES					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<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. Would the proposed project:</p>					
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?				✓

DISCUSSION

2(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? **Determination: No Impact.***

According to the Department of Conservation Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built-Up Land (DOC 2016). Furthermore, the project site is surrounded by urban built-up lands, and as such would not impact surrounding properties that may

have agricultural operations. Therefore, implementation of the proposed project would not result in the conversion of any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. There would be no impact.

2(b,c) Conflict with existing zoning for agricultural use, or a Williamson Act contract? 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))? **Determination: No Impact.**

The site is zoned Scenic Highway Commercial (C-P-S) and Manufacturing - Medium (M-M). As proposed, the project would rezone the entire site to Manufacturing - Medium (M-M). Both the Scenic Highway Commercial and Manufacturing - Medium zones are non-agricultural uses. The project site does not include any lands currently under a Williamson Act contract. Additionally, the project site would not rezone agricultural lands, nor does it proposed to rezone timberlands. Therefore, the proposed project would not conflict with zoning for agricultural or forestry use nor a Williamson Act contract. No impact would occur.

2(d) Result in the loss of forestland or conversion of forestland to non-forest use? **Determination: No Impact.**

The project site is surrounded by development, including industrial and commercial uses as well as major freeway infrastructure. The project site is a generally vacant disturbed lot. The site does not contain forestlands, nor has it been used as forestland. As such, the project would not result in the loss or conversion of forestland to a non-forest use. Therefore, implementation of the proposed project would not result in the loss or conversion of any forestland. There would be no impact.

2(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? **Determination: No Impact.**

Refer to the responses above. The proposed project would have no effect on farmland or forestland. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

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

DISCUSSION

A project-specific air quality evaluation and health risk assessment was conducted for the project (Urban Crossroads 2017a and 2017b; see Appendices 3a and 3b). The air quality analysis herein is substantially based on these reports.

3(a) *Conflict with or obstruct implementation of the applicable Air Quality Management Plan or Congestion Management Plan?* **Determination: Less than Significant Impact.**

The project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD monitors levels of various criteria pollutants at 30 monitoring stations throughout the air district. Relative to the project site, the nearest long-term air quality monitoring site for carbon monoxide (CO), ozone (O₃), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 Microns (PM_{2.5}) is the SCAQMD Central San Bernardino Valley 1 monitoring station (SRA 34), located approximately 7 miles northeast of the site.

The SCAQMD is required, pursuant to the federal Clean Air Act, to reduce emissions of criteria pollutants for which the basin is in nonattainment: ozone (O₃), coarse particulate matter (PM₁₀), and fine particulate matter (PM_{2.5}). Criteria pollutants are common air pollutants that are known to be hazardous to human health. To reduce emissions, the SCAQMD adopted the 2016 Air Quality Management Plan (AQMP), which establishes a program of rules and regulations directed at

reducing air pollutant emissions and achieving state and national air quality standards. The 2016 AQMP is a regional and multiagency effort including the SCAQMD, the California Air Resources Board (CARB), the Southern California Association of Governments (SCAG), California Energy Commission, California Public Utilities Commission, California Department of Transportation (Caltrans) and the U.S. Environmental Protection Agency (EPA).

The 2016 AQMP pollutant control strategies are based on the latest scientific and technical information and planning assumptions, including SCAG's Regional Transportation Plan/Sustainable Communities Strategy, updated emission inventory methodologies for various source categories, and SCAG's latest growth forecasts. The growth forecasts were defined in consultation with local governments and with reference to local general plans.

Criteria for determining consistency with the AQMP are defined by the following indicators:

- Consistency Criterion No. 1: The proposed project will not result in an increase in the frequency or severity of existing air quality violations, or cause or contribute to new violations, or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.
- Consistency Criterion No. 2: The proposed project will not exceed the assumptions in the AQMP.

The air quality violations that Consistency Criterion No. 1 refers to are the California ambient air quality standards (CAAQS) and the national ambient air quality standards (NAAQS). CAAQS and NAAQS violations would occur if localized significance thresholds or regional thresholds were exceeded. As evaluated in Response 3(b) below, the project would not exceed the SCAQMD short-term construction thresholds or long-term operational threshold for NO_x. Therefore, the project is determined to be consistent with the first criterion (Urban Crossroads 2017a).

Regarding Consistency Criterion No. 2, the AQMP contains air pollutant reduction strategies based on SCAG's latest growth forecasts. The SCAG growth forecasts are then taken into consideration by cities in their general plans. Development consistent with the growth projections in the City of Eastvale General Plan update is considered with the SCAG growth forecasts, and therefore, consistent with the 2016 AQMP. Although the proposed project would change the land use designation for the site from Commercial Retail to Light Industrial, the vehicle trip rates per square foot of building space are lower for the proposed high-cube warehouse than they are for commercial retail uses, which would result in reduced mobile source emissions. Therefore, the project would not exceed any emission thresholds and would therefore be consistent with the AQMP. Therefore, it is determined to be consistent with the second criterion (Urban Crossroads 2017a).

As such, the project would be consistent with both criteria outlined in the AQMP and impacts would be less than significant.

3(b) *Violate any air quality standard or contribute substantially to an existing or projected air quality violation?* **Determination: Less than Significant Impact.**

As discussed above, the project site and the City are located in the SCAB, which is in nonattainment for certain criteria pollutants. Since the project would involve grading and other construction activities, as well as long-term operations, it would contribute to regional and localized emissions

during construction (short-term) and project occupancy (long-term). The project's potential impacts for construction and operation, specifically regarding the potential violation of an air quality standard or contribution to an existing or projected air quality violation, are evaluated below. These analyses compare the project's anticipated emissions to the SCAQMD's standards.

Construction Emissions

Construction associated with the proposed project would generate short-term emissions of criteria air pollutants. The criteria pollutants of primary concern in the project area include ozone-precursor pollutants (i.e., reactive organic gases [ROG] and nitrogen oxides [NO_x]) and particulate matter (PM₁₀ and PM_{2.5}). Construction emissions would be short-term and last only while construction activities occur, but could be considered a significant air quality impact if the volume of pollutants generated exceeds the SCAQMD's thresholds of significance.

Construction would result in the temporary generation of emissions resulting from site grading and excavation, paving, architectural coatings, motor vehicle exhaust associated with construction equipment and worker trips, and the movement of construction equipment, especially on unpaved surfaces. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities as well as weather conditions and the appropriate application of water.

Construction activities are anticipated to require 14 months (Urban Crossroads 2017a). Construction-generated emissions associated with the proposed project were calculated using the CARB-approved CalEEMod computer program, which is designed to model emissions for land use development projects, based on typical construction requirements.

All construction projects in the SCAB are subject to SCAQMD rules and regulations in effect at the time of construction. SCAQMD rules that are currently applicable during construction activity of this project include Rule 1113 (Architectural Coatings), Rule 431.2 (Low Sulfur Fuel), Rule 403 (Fugitive Dust), and Rule 1186 (Street Sweepers) (Urban Crossroads 2017a).

Predicted maximum daily construction-generated emissions for the proposed project are summarized in **Table 3-1, Maximum Daily Peak Construction Emissions Summary**.

Table 3-1 - Maximum Daily Peak Construction Emissions Summary

Year	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Construction Year 1	6.63	80.47	40.63	0.0739	11.45	7.12
Construction Year 2	66.65	34.88	29.66	0.0687	4.24	2.27
Maximum Daily Emissions	66.65	80.47	40.63	0.0739	11.45	7.12
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: CalEEMod version 2016.3.1; Urban Crossroads 2017a

As shown, all emissions types generated would be below SCAQMD significance thresholds. Refer to the technical report (Urban Crossroads 2017a) prepared for this Initial Study for the model data outputs.

Operational Emissions

Project operation-generated increases in emissions would be predominantly associated with motor vehicle use. According to the traffic impact analysis for the project (included as Appendix 16, Traffic Impact Analysis) (Urban Crossroads 2017c), the proposed project would result in an increase of 470 daily trips, including 179 truck trips and 291 non-truck passenger vehicle trips, or 737 passenger car equivalent (PCE) trips. To a lesser extent, area sources, such as the use of landscape maintenance equipment and architectural coatings (e.g., paint), and energy source emissions associated with natural gas and electricity production, would also contribute to overall increases in emissions. Long-term operational emissions are compared to SCAQMD thresholds using the CalEEMod software (see **Table 3-2**).

Table 3-2 - Summary of Operational Emissions

Operational Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	2.40	66.19	17.41	0.202	6.51	2.20
Mobile (Passenger Cars)	0.804	1.66	23.72	0.0784	8.31	2.24
Total Maximum Daily Emissions	9.55	68.00	41.33	0.281	14.83	4.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO
Winter						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	2.43	68.03	17.90	0.201	6.51	2.21
Mobile (Passenger Cars)	0.745	1.81	20.82	0.0731	8.31	2.24
Total Maximum Daily Emissions	9.52	69.99	38.92	0.275	14.83	4.46
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	YES	NO	NO	NO	NO

Source: Urban Crossroads 2017a

As shown in **Table 3-2, Summary of Operational Emissions**, the project would exceed the SCAQMD threshold for NO_x. The AQ report recommends that in order to reduce operational impacts to levels below the daily threshold for NO_x, the applicant would have to implement one of two following options:

- Option A: The number of diesel-fueled trucks accessing the project site shall be limited to 134 trucks per day if the truck fleet is wholly or partially older than the 2009 U.S. Environmental Protection Agency/California Air Resource Board truck engine standards.
- Option B: All diesel-fueled trucks accessing the project site shall meet the U.S. Environmental Protection Agency/California Air Resource Board truck engine standard for Model Year 2009 or better.

Either of these options would reduce NO_x emissions through. Operational-source emissions are summarized in **Tables 3-3, Summary of Operational Emissions (With Option A)**, and **3-4, Summary of Operational Emissions (With Option B)**.

Table 3-3 - Summary of Operational Emissions (With Option A)

Operational Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	1.80	49.65	13.06	0.15	4.88	1.65
Mobile (Passenger Cars)	0.804	1.66	23.72	0.0784	8.31	2.24
Total Maximum Daily Emissions	8.95	51.46	36.98	0.23	13.20	3.90
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	1.82	51.03	13.43	0.15	4.89	1.65
Mobile (Passenger Cars)	0.745	1.81	20.82	0.0731	8.31	2.24
Total Maximum Daily Emissions	8.91	52.99	34.45	0.22	13.21	3.90

Operational Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads 2017a)

Table 3-4 - Summary of Operational Emissions (With Option B)

Operational Activities	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Summer						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	2.40	43.30	17.41	0.202	6.51	2.20
Mobile (Passenger Cars)	0.804	1.66	23.72	0.0784	8.31	2.24
Total Maximum Daily Emissions	9.55	45.11	41.33	0.28	14.83	4.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO
Winter						
Area Source	6.33	6.70E-04	0.0714	1.00E-05	2.60E-04	2.60E-04
Energy Source	0.0170	0.154	0.130	9.30E-04	0.0117	0.0117
Mobile (Trucks)	2.43	44.13	17.90	0.20	6.51	2.20
Mobile (Passenger Cars)	0.745	1.81	20.82	0.0731	8.31	2.24
Total Maximum Daily Emissions	9.52	46.09	38.92	0.27	14.83	4.45
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Urban Crossroads 2017a

As show in **Tables 3-3** and **3-4**, implementing either of these options would reduce NO_x emission levels below thresholds. However, according to operational information provided by the applicant,

truck trips would be limited by design constraints of the facility and based on these constraints it is not reasonably foreseeable that the project would attract 134 truck trips per day (Newcastle 2017).

Newcastle provided operational information and calculations detailing the truck operations anticipated at the project site, based on the warehouse square footage, layout, and design characteristics (Newcastle 2017). This information is based on their over 25 years of experience as a warehouse developer highly knowledgeable in the operational characteristics of warehouse buildings.

To reach 134 trucks per day, each of the building's 36 dock doors would need to turn nearly four times per day. The project contains approximately 8,960,000 cubic feet of interior space. Considering the interior areas where goods cannot be stored (approximately 32-percent of a warehouse's interior space at minimum at the loading dock positions), the remaining 68-percent of the warehouse, theoretically, could be used for goods storage. Assuming that storage racks completely fill the available storage space, and that every rack is filled from floor to ceiling (a rare occurrence), the building could store up to 6,092,800 cubic feet of goods. Considering that the carrying capacity of a typical 42-foot tractor trailer is around 2,315 cubic feet, the warehouse would need to cycle its inventory every 19.6 days to demand 134 daily truck trips, which is considered extremely quick in the warehouse industry and not likely to occur. Most warehouses of this size cycle their complete inventory in the range of 30 days or more, which is measurably more days to hold inventory than would be needed to generate 134 truck trips per day. In addition, the amount of dock doors is not necessarily indicative of how much activity occurs at these types of facilities. There are typically many more dock positions on warehouse buildings than are needed for receiving and shipping volumes. The dock doors that are in use at any given time are usually selected based on interior building operation efficiencies. In other words, trucks ideally dock in the position closest to where the goods carried by the truck are stored inside the warehouse. As a result, many dock positions are frequently inactive throughout the day. Therefore, based on the design on the facility and anticipated usage of the dock doors, the proposed project would not exceed the NO_x threshold. Thus, impacts are considered less than significant.

Localized Significance Thresholds for Construction

As part of the SCAQMD's environmental justice program, attention has been focused on localized effects of air quality from construction activities. SCAQMD staff has developed localized significance threshold (LST) methodology that can be used by public agencies to determine whether a project may generate significant adverse localized air quality impacts at the nearest residence or sensitive receptor during construction. LSTs are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA). Each SRA has individualized thresholds for criteria pollutants for analysis of that area. The project site is located in SRA 23, which includes the Cities of Riverside, Jurupa Valley, and Eastvale¹. 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, since they do not contribute to isolated local concentrations of air pollution. The

¹ The 2017 Air Quality Assessment completed by Urban Crossroads (2017a) indicates that the project site is located in SRA No. 34, which is located northeast of the project site. While the site is actually located in SRA No. 23, the use of the SRA No. 34 thresholds does not change the conclusions of the analysis. The project would result in emissions far below the SRA No. 34 and SRA No. 23 thresholds.

SCAQMD has prepared LST lookup tables (i.e., screening thresholds) and sample construction scenarios to allow users to readily determine whether the daily emissions for proposed construction activities could result in significant localized air quality impacts.

The LST screening thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors. The nearest air pollutant sensitive receptors in the project vicinity include residents located approximately 262 feet to the northeast. **Table 3-5, Localized Significance Summary of Construction Emissions**, identifies the localized impacts at the nearest receptor location in the project vicinity.

Table 3-5 - Localized Significance Summary of Construction Emissions

On-Site Site Preparation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
On-Site Site Preparation Emissions				
Maximum Daily Emissions	77.14	25.08	11.25	7.07
SCAQMD Localized Threshold	293	8,836	45	12
Threshold Exceeded?	NO	NO	NO	NO
On-Site Grading Emissions				
Maximum Daily Emissions	80.37	39.60	7.12	4.50
SCAQMD Localized Threshold	311	3,038	49	13
Threshold Exceeded?	NO	NO	NO	NO

Source: Urban Crossroads 2017a

As shown in **Table 3-5**, air pollutant emissions resulting from project construction would not exceed the applicable LSTs.

Localized Significance Thresholds for Operational Activities

Table 3-6, Localized Significance Summary Operational Activities Emissions, shows the calculated emissions for the project’s operational activities compared with the applicable LSTs. The LST analysis only includes on-site sources; however, the CalEEMod outputs do not separate on- and off-site emissions for mobile sources. To establish a maximum potential impact, the emissions shown in **Table 3-6** include all on-site project-related stationary (area) sources and 5 percent of the project-related mobile sources. Considering that the trip length used in CalEEMod for this project is approximately 16.6 miles for passenger cars and 40 miles for trucks, 5 percent of this total would represent an on-site travel distance of 0.83 mile, 4,382 feet for each passenger car, and approximately 2.0 miles for each truck. Thus, the 5 percent assumption is conservative and would tend to overstate the actual impact.

As noted previously, the nearest sensitive receptor is located approximately 262 feet northeast of the project site. **Table 3-6** shows the applicable localized thresholds for a 5-acre site.

Table 3-6 - Localized Significance Summary Operational Activities Emissions

On-Site Operation Emissions	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.49	1.94	0.74	0.22
SCAQMD Localized Threshold	348	3,444	4	4
Threshold Exceeded?	NO	NO	NO	NO

Source: (Urban Crossroads 2017a)

The LST screening thresholds are estimated for each SRA using the maximum daily disturbed area (in acres) and the distance of the project to the nearest sensitive receptors. The nearest air pollutant sensitive receptors in the project vicinity include residents located approximately 262 feet to the northeast. **Table 3-6** identifies the localized impacts at the nearest receptor location in the project vicinity, and shows that operational emissions would not exceed the LST thresholds for the nearest sensitive receptor.

- 3(c) *Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?*
Determination: Less than Significant Impact.

As discussed above, the project site and the City are located in the SCAB, which is considered nonattainment for ozone, PM₁₀, and PM_{2.5}. The proposed project will contribute to the net increase of ozone precursors and other criteria pollutants. Projects that exceed the project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. This is the reason that project-specific and cumulative significance thresholds are the same. As evaluated in Responses 3(a) and 3(b), temporary construction and long-term operation activities would not exceed SCAQMD thresholds. Therefore, impacts would be less than significant.

- 3(d) *Expose sensitive receptors to substantial pollutant concentrations?* **Determination: Less than Significant Impact.**

A health risk assessment was completed for the proposed project, and has been included as Appendix 3b, Health Risk Assessment (Urban Crossroads 2017b). Sensitive receptors are defined as facilities or land uses that include members of the population who are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and day care centers. CARB has identified the following groups of individuals as most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project sites include residences, a school, church, and winery. Existing residential homes are located 1,467 feet southwest of the project on Klamath River Drive. Creek View Elementary School is located approximately 2,608 feet southwest of the project. Assembly Hall of Jehovah's Witnesses is an existing church located approximately 262 feet northeast of the project.

Carbon Monoxide Hot Spots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, schoolchildren, hospital patients, or the elderly). The SCAQMD requires a quantified assessment of CO hot spots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (2 percent) for any intersection with an existing level of service (LOS) of LOS D or worse. Because traffic congestion is greatest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The city is located in the SCAB, which is designated as an attainment/maintenance area for the federal CO standards and an attainment area for state standards. There has been a decline in CO emissions even though vehicle miles traveled on urban and rural roads in the United States have increased. On-road mobile source CO emissions declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Still, CO emissions have continued to decline since this time. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

To establish a more accurate record of baseline CO concentrations affecting SCAB, a CO “hot spot” analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. This “hot spot” analysis did not predict any violation of CO standards.

Of the studied locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hour CO federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As CO hot spots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hot spots would not be experienced at any intersections near the project site due to the low volume of traffic (470 new daily trips) that would occur as a result of project implementation. Therefore, impacts would be less than significant.

Operational Diesel Particulate Matter

Since the project is located near sensitive receptors and is expected to generate diesel truck traffic, which emit diesel particulate matter (DPM), preparation of a health risk assessment was necessary. This report evaluated the potential mobile source health risk impacts to sensitive receptors and adjacent workers associated with the project.

To determine whether a proposed project would cause a significant effect on the environment, the project impact must be determined by examining the types and levels of air toxics generated and the associated impacts on factors that affect air quality.

Vehicle DPM emissions were estimated using emission factors for PM10 using the 2014 version of the Emission Factor Model (EMFAC) developed by CARB. The EMFAC model generates emissions factors in terms of grams of pollutant emitted per vehicle activity and can calculate a matrix of

emission factors at specific values of temperature, relative humidity, and vehicle speed. The average PM10 emission factors for each type of vehicle were calculated based on the annual average emission factors from different model years for various exposure periods.

Carcinogenic Risk and Noncarcinogenic Hazards

Using the U.S. EPA's atmospheric dispersion model AERMOD, to simulate how air pollutants disperse in the atmosphere, annual average DPM emission concentrations were calculated at sensitive receptor sites. Excess cancer risks are estimated as the upper-bound incremental probability that an individual will develop cancer as a direct result of exposure to potential carcinogens over a specified exposure duration. The estimated risk is calculated by multiplying the chemical intake or dose at the human exchange boundaries (i.e., lungs) by the chemical-specific cancer potency factor. A risk level of 10 in one million implies a likelihood that up to 10 people, out of one million equally exposed people, would contract cancer over a specified duration of time.

The significance thresholds for toxic air contaminant exposure also require an evaluation of noncancer risk stated in terms of a hazard index. An acute or chronic hazard index of 1.0 is considered individually significant. The hazard index is calculated by dividing the annual average DPM concentration by the reference exposure level for DPM, the DPM concentration at which no adverse health effects are anticipated.

Residential Exposure Scenario

The residential land use with the greatest potential exposure to project DPM emissions is located approximately 1,467 feet southwest of the project on Klamath River Drive. At the maximally exposed individual receptor, the maximum incremental cancer risk attributable to the project is estimated at 0.07 in one million, which is less than the threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.00004, which would not exceed the applicable threshold of 1.0. Therefore, the project would not cause a significant human health or cancer risk to adjacent residents.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to project DPM emissions is located east, immediately adjacent to the project site. At the maximally exposed individual worker, the maximum incremental cancer risk impact is 0.22 in one million, which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location are estimated to be 0.0007, which would not exceed the applicable threshold of 1.0. Therefore, the project would not cause a significant human health or cancer risk to adjacent workers.

Schoolchild Exposure Scenario

The school site land use with the greatest potential exposure to project DPM emissions is located at Creek View Elementary School at 3742 Lytle Creek Loop in the City of Ontario, located approximately 2,608 feet (0.5 mile) southwest of the project. At the maximally exposed individual schoolchild, the maximum incremental cancer risk impact is 0.01 in one million, which is less than the threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.00006, which would not exceed the applicable threshold of 1.0. Therefore, the project would not cause a significant human health or cancer risk to adjacent schoolchildren.

The results of the health risk assessment are shown in **Table 3-7, Summary of Project-Related DPM Source Cancer and Non-Cancer Risks.**

Table 3-7 - Summary of Project-Related DPM Source Cancer and Non-Cancer Risks

Summary of Cancer Risks				
Time Period	Location	Maximum Lifetime Cancer Risk (risk per million)	Significance Threshold (risk per million)	Exceeds Significance Threshold?
70 Year Exposure (2018 to 2087)	Maximum Exposed Residential Sensitive Receptor	0.07	10	NO
40 Year Exposure (2018 to 2056)	Maximum Exposed Worker Receptor	0.22	10	NO
9 Year Exposure (2018 to 2026)	Maximum Exposed School Children	0.01	10	NO
Summary of Non-Cancer Risks				
Time Period	Location	Hazard Index	Significance Threshold	Exceeds Significance Threshold?
70 Year Exposure (2018 to 2087)	Maximum Exposed Residential Sensitive Receptor	0.00004	1.0	NO
40 Year Exposure (2018 to 2056)	Maximum Exposed Worker Receptor	0.0007	1.0	NO
9 Year Exposure (2018 to 2026)	Maximum Exposed School Children	0.00006	1.0	NO

Source: Urban Crossroads 2017a

As shown in **Table 3-7, Summary of Project Related DPM Source Cancer and Non-Cancer Risks,** cancer and non-cancer risks do not exceed the SCAQMD thresholds. This project would not expose sensitive receptors to substantial pollutant concentrations; therefore, this impact would be less than significant.

3(e) Create objectionable odors affecting a substantial number of people? *Determination: Less than Significant Impact.*

Substantial odor-generating sources include land uses such as agricultural activities, feedlots, wastewater treatment facilities, landfills, or various heavy industrial uses. The project does not propose any land uses or activities that would result in potentially significant odor impacts. A potential source of operational odors generated by the project would include the disposal of miscellaneous refuse. However, consistent with City requirements, all project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with solid waste regulations. Potential project-related odor would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. SCAQMD Rule 1113 details the requirements for the use and application of architectural coatings.
2. SCAQMD Rule 431.2 details the requirements for use of low sulfur fuel.
3. SCAQMD Rule 403 SCAQMD Rule 403 details the requirements for control of fugitive dust.
4. SCAQMD Rule 1186 details the requirements for the use of street sweepers during construction.

MITIGATION MEASURES

None required.

4. BIOLOGICAL RESOURCES					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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 (BTR) was prepared for the project site, including both research and field investigation, and has been included as Appendix 4, Biological Technical Report (Alden Environmental 2017).

ENVIRONMENTAL SETTING

The project site is located within the boundaries of the Jurupa Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As such, the site is subject to the MSHCP requirements for multiple endangered species. The site is located in the Burrowing Owl and Narrow Endemic Plan Species Survey Areas. The site is also located in Criteria Cell 35, subunit 3, which is a Delhi Sands Area. As such, the fieldwork for the project included focused surveys for burrowing owl, narrow endemic plant species, and the first of a two-year survey for Delhi Sands flower-loving fly.

Sensitive Plants

According to the Riverside County Integrated Project Conservation Report Generation, the project site had the potential to contain a number of listed sensitive species. Field surveys were conducted in spring and summer seasons, when potential plant species would be most apparent; the site did not contain any listed sensitive plant species. Sensitive plant species are not anticipated to occur due to the disturbed state of the project site and general lack of habitat.

Sensitive Animal Species

The project site field surveys resulted in sightings of insects, reptiles, birds, and mammals. Delhi Sands flower-loving fly and burrowing owl were not observed on the project site. The only sensitive species observed on the project site was the California horned lark, which is a breeding and wintering resident of Riverside County.

Jurisdictional Areas

The project site, due to its generally flat state, does not support any natural drainages or other riparian features. The project site does have a concrete-lined channel along the southern site boundary, but it does not support any riparian vegetation.

- 4(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 Game or U.S. Fish and Wildlife Service?*
Determination: Less than Significant Impact with Mitigation Incorporated.

The California Natural Diversity Database (CNDDDB) and California Native Plant Society (CNPS) identified 11 special-status plant species, 28 special-status wildlife species, and 7 special-status plant communities as having potential to occur within the project vicinity. Special-status plant and wildlife species were evaluated for their potential to occur within the boundaries of the site as well as in connected and surrounding potential areas based on habitat requirements, availability and quality of suitable habitat, and known distributions.

There were no undisturbed soils or native habitat located during the field visits. Sensitive species of plants are not known to exist in this area. However, one sensitive bird species from the California Department of Fish and Wildlife (CDFW) watch list, the California horned lark, was observed during the project site visit (Alden Environmental 2017). However, no active nests or birds displaying nesting behavior were observed during the field survey. Although heavily disturbed, the project site and surrounding area provide foraging and nesting habitat for a variety of year-round and seasonal avian residents, as well as migrating songbirds. Impacts to migrating/nesting birds would be mitigated to a less than significant level with implementation of Mitigation Measures **BIO-1** and **BIO-2**.

The project site also showed no signs of burrowing owls (i.e., pellets, feathers, castings, or white wash) during project field surveys. Based on this information, the habitat assessment concluded that burrowing owls are absent from the project site and focused surveys are not required. However, a burrowing owl pre-construction survey or vegetation removal prior to ground disturbance is recommended, as stated in Mitigation Measure **BIO-2**.

Though there was no evidence of presence of the Delhi Sands flower-loving fly, a second year of focused surveys shall be conducted July to September 2018 by a permitted biologist. Survey results shall be submitted to the City of Eastvale, the Western Riverside County Regional Conservation Authority (RCA), CDFW, and U.S. Fish and Wildlife Services (USFWS). Mitigation measures according to the results of this survey are outlined in Mitigation Measure **BIO-3**.

With implementation of Mitigation Measures Bio-1 to Bio-3, impacts would be less than significant.

- 4(b) *Have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?* **Determination: No Impact.**

According to the habitat assessment conducted for the site, there are no riparian areas or sensitive vegetation communities located on or adjacent to the project site. Therefore, the project would not result in direct or indirect impacts to riparian areas or sensitive vegetation communities (Alden Environmental 2017). No impact would occur.

- 4(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?* **Determination: No Impact.**

According to the habitat assessment conducted for the project site, the project site does not support any natural drainages, swales, creeks, ponds, streambeds, or other riparian or wetland habitat features. The concrete-lined channel that does occur on-site is man-made in a historically upland area (based on a review of historic aerial photography and US Geological Survey maps) and supports no riparian or wetland plant species. The channel is also not connected to any Waters of the United States or Waters of the State. The project would result in any direct physical impacts or changes to the concrete-lined channel. Therefore, the project would not require U.S. Army Corps of Engineers or CDFW permits (Alden Environmental 2017). No impacts would occur.

- 4(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?* **Determination: Less than Significant Impact.**

The project site has not been identified as a wildlife corridor or linkage as the project site is largely surrounded by existing development. Existing development has eliminated the potential for wildlife corridors to occur on the project site. As such, development of the site would not impact wildlife movement opportunities.

- 4(e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? **Determination: No Impact.***

There are no local policies or ordinances with respect to biological resources that apply to the project site (Alden Environmental 2017). Therefore, the project is not in conflict with local policies or ordinances. No impact would occur.

- 4(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? **Determination: Less than Significant Impact with Mitigation Incorporated.***

As previously mentioned, the project site is located within the boundaries of the Jurupa Area Plan of the Western Riverside County MSHCP, and therefore, subject to the requirements of the MSHCP. The site is located in the Burrowing Owl and Narrow Endemic Plan Species Survey Areas, and located in Criteria Cell 35, subunit 3, which is a Delhi Sands Area.

Based on the results of biological investigations, the habitat assessment conducted for the project did not identify any federal-, state-, or MSHCP-listed species on-site, and determined that the project would have “no effect” on these species. Additionally, the project was found to have “no impact” on designated critical habitat.

A second-year protocol survey is required under the MSHCP to confirm the absence of Delhi-sand flower-loving fly species; see mitigation measure **BIO-3**. In addition, the project site has the potential to support burrowing owl and other birds, and will be addressed through mitigation measures **BIO-1 and BIO-2**.

The City consulted with the Western Riverside County Regional Conservation Authority (RCA), to confirm the findings and mitigation requirements for the project, through the MSHCP Joint Project Review (JPR) process. JPR participants include CDFW and USFWS. The mitigation herein considers the results of the JPR process.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

- BIO-1** Pursuant to the Migratory Bird Treaty Act and the California Fish and Game Code, removal of any trees, shrubs, or any other potential nesting habitat shall be conducted outside the avian nesting season. The nesting season generally extends from February 1 through August 31, but can vary slightly from year to year based on seasonal weather conditions. If ground disturbance and vegetation removal cannot occur outside of the nesting season, a preconstruction clearance survey for nesting birds shall be conducted within 30 days of the start of any ground-disturbing activities to ensure that no nesting birds will be disturbed during construction. The biologist conducting the clearance survey shall document a negative survey with a brief letter report indicating that no impacts to active avian nests will occur.

If an active avian nest is discovered during the preconstruction clearance survey, construction activities shall stay outside of a 300-foot buffer around the active nest. For raptors and special-status species, this buffer will be expanded to 500 feet. A biological monitor shall be present to delineate the boundaries of the buffer area and to monitor the active nest to ensure that nesting behavior is not adversely affected by the construction activity. Once the young have fledged and left the nest, or the nest otherwise becomes inactive under natural conditions, normal construction activities can occur.

BIO-2 A qualified biologist, in accordance with the latest California Department of Fish and Wildlife (CDFW) survey guidelines, shall conduct a burrowing owl preconstruction survey within 30 days prior to ground disturbance or noise-producing activities. If burrowing owls occupy the site, the biologist shall prepare a mitigation plan to be implemented prior to initiation of ground disturbance activities that may affect the burrowing owl on-site. The mitigation plan shall be approved by the City and CDFW and shall include methods for avoidance or relocation of the owl, and details regarding the proposed relocation site.

BIO-3 Prior to any ground disturbance on the proposed project site, a second year of focused surveys for Delhi Sands flower-loving fly (fly) shall be conducted from July to September 2018 by a U.S. Fish and Wildlife (USFWS) permitted biologist. Survey results from both the 2017 and 2018 surveys shall be submitted to the City of Eastvale and the Western Riverside County Regional Conservation Authority (RCA) referencing JPR 17-06-08-01 (PLN1720013/South Milliken Distribution Center).

- If the results of the second year of focused surveys are negative, no further surveys or mitigation shall be required.
- If the survey results are positive, the applicant shall be required to implement MSHCP Objective 1B for the fly. The City and the Applicant shall consult with the RCA, CDFW, and USFWS (the latter two herein referred to as the “Wildlife Agencies”) for final determination of conservation viability on-site.
 - If the RCA and the Wildlife Agencies conclude the site is viable for conservation, the applicant shall conserve 75 percent of the mapped Delhi soils (or 75 percent of the extent of occupied habitat if not consistent with mapped soils) on the project site.
 - If the RCA and the Wildlife Agencies conclude that conservation on the project site is not feasible or would not provide long-term conservation value for Delhi Sands flower-loving fly, further consultation with the RCA and the Wildlife Agencies would be required to confirm whether off site mitigation locations would be supported. If so, the applicant shall mitigate the loss of mapped Delhi soils (or occupied habitat) at a 3:1 ratio through the purchase of credits from the Colton Dunes Conservation Bank or other Wildlife Agency-approved conservation bank.

5. CULTURAL RESOURCES					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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 cultural and paleontological investigation was conducted for the project site to assess potential cultural, historical, and paleontological resources–related impacts associated with project implementation (Brian F. Smith and Associates, Inc. 2017; see Appendix 5). The analysis herein is based on these investigations.

*5(a,b) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5? Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5? **Determination: Less than Significant Impact.***

A records search was conducted by the Eastern Information Center (EIC) at University of California, Riverside (UCR). The EIC reported one previously recorded site within the project boundary, which was identified as a twentieth century historic vineyard and water pump. This site was recorded as a large vineyard with a water pump dating to the 1950s. The vineyard was tentatively linked to the San Antonio Winery because of proximity; however, the site form for this resource did not provide any evidence of the ownership or origin of this vineyard. No specific associations with any historic properties, individuals, or wineries were made by the archaeologist recording this site, nor was this vineyard identified as historically significant. The area for the recorded twentieth century vineyard extends well beyond the subject property, but no formal vineyard remains on the project site. The elements of the vineyard identified within the search area do not constitute a historic resource as defined by CEQA. The records search indicates that no other cultural resources have been recorded within a 1-mile radius of the project. No cultural resources were observed during the archaeological survey of the subject property.

The records search also indicated that there have been nine cultural resource studies conducted within a 1-mile radius of the subject property. None of the previous studies involved any portions of the project.

For the current project, the EIC reviewed the following historic sources:

- The National Register of Historic Places Index
- The Office of Historic Preservation, Archaeological Determinations of Eligibility
- The Office of Historic Preservation, Directory of Properties in the Historic Property Data File
- The 15' US Geological Survey Ontario, California topographic map (1954)

The Office of Historic Preservation, Archaeological Determinations of Eligibility did not list any historic properties within the project site as potentially eligible for inclusion on the National Register of Historic Places. A request for a Sacred Land Files search was sent to the Native American Heritage Commission (NAHC). The search results did not indicate the presence of any Native American cultural resources.

The relatively gentle slopes, valley setting, and minimal amount of exposed bedrock outcrops for the project area would suggest that if prehistoric sites are present, they will likely be artifact scatters or specialized resource processing loci that would have developed as a result of prehistoric resource extraction practices. In addition, any historic sites are likely to be surface deposits resulting from rural dumping practices. Therefore, impacts would be less than significant.

5(c) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?* **Determination: Less than Significant Impact.**

As noted above, the project site has been reviewed for the presence of archaeological and paleontological resources. The project site is not anticipated to contain significant paleontological or geologic features. No prehistoric resources were identified during background research or field survey for the project site. As such, less than significant impacts would occur.

5(d) *Disturb any human remains, including those interred outside of formal cemeteries?* **Determination: Less than Significant Impact.**

Implementation of the 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 NAHC, 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. 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 NAHC. 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 AND 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 NAHC shall be contacted. Subsequently, the NAHC shall identify the most likely descendant (MLD). The MLD 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

None required.

6. GEOLOGY AND SOILS					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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 project-specific Geotechnical Engineering Investigation was conducted to address anticipated geotechnical conditions associated with site development (Norcal Engineering 2017; see Appendix 6). The analysis herein is substantially based on this report.

6(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? **Determination: Less than Significant Impact.***

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, and mapped faults are not present on the project site, as mapped by the California Geological Survey (CGS 2017). The potential for damage due to direct fault rupture is considered very remote (NorCal Engineering 2017). The closest mapped active fault that could affect the site is the Cucamonga fault, which is located approximately 9.3 miles from the site. Therefore, the potential for fault ground rupture at the site is considered very low. Although no active faults traverse the project site, all new development would be subject to the current version of the California Building Code, which includes specific design measures intended to maximize structural stability in the event of an earthquake. As such, the project would have less than significant impacts in relation to the rupture of a known earthquake fault.

- ii) *Strong seismic ground shaking? **Determination: Less than Significant Impact.***

The project site is considered a seismically active area, as is most of California. Ground shaking originating from other active faults in the region is expected to induce lower horizontal accelerations due to smaller earthquakes and/or greater distances to other faults. Thus, it should be anticipated that the site would experience moderate to strong ground shaking. The seismic design of the project is in accordance with the latest American Society for Civil Engineers 2010 7-10 (with July 2013 errata) standards and would be required to adhere to the requirements of the California Building Code. Therefore, while project implementation would occur in a seismically active area, impacts would be less than significant.

- iii) *Seismic-related ground failure, including liquefaction? **Determination: No Impact.***

Liquefaction and ground failure occurs when a soil mass within the upper 50 feet of the ground surface suffers a substantial reduction in its shear strength. This can occur during earthquakes and other seismic events. Groundwater less than 30 feet below the ground surface results in high to very high susceptibility to liquefaction, while greater depths to groundwater result in lower susceptibility. A review of the State of California Department of Water Resources well data for wells within 1 mile of the project site revealed current groundwater levels to be at greater than 200 feet below ground surface. The analysis of the project site determined that the potential for liquefaction is very low due to the density of the subsurface soils and the deep groundwater.

- iv) *Landslides? **Determination: No Impact.***

The proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. The project site is generally flat, and not surrounded by hillsides or other undeveloped areas that may be susceptible to landslides. While the project site is in an area of high seismic activity, because of the generally flat site topography, there is little risk for landslide. No impact would occur.

- 6(b) *Result in substantial soil erosion or the loss of topsoil? **Determination: Less than Significant Impact.***

Proposed construction activities would include clearing the site of debris and/or vegetation, soil excavation, grading, asphalt paving, building construction, and landscaping. Such activities would

disturb site soils, exposing them to the erosive effects of wind and water. However, all construction activities related to the proposed project would be subject to compliance with the California Building Code (CBC). Specifically, the displacement of soil through cut and fill would be controlled by Chapter 33 of the 2013 CBC related to grading and excavation, other applicable building regulations, and standard construction techniques. Additionally, the proposed development 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. Compliance with the CBC and the NPDES would minimize the effects of erosion and would ensure consistency with the Water Quality Control Plan of the Santa Ana Regional Water Quality Control Board (1995, as updated 2008 and 2011), which establishes water quality standards for the groundwater and surface water of the region. Additionally, the project applicant would 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.

Moreover, a Stormwater Pollution Prevention Plan (SWPPP) would be required as part of the grading permit submittal package (Eastvale Municipal Code Section 110.52.060). The SWPPP would provide 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 BMPs, including any additional site-specific and seasonal conditions. Erosion control BMPs 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 the plans. 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 would be clearly noted on the grading plans for implementation by the construction contractor.

The City 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 over excavation of the site. Additionally, fugitive dust would be controlled in compliance with SCAQMD Rule 403. 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. Compliance with these existing regulations are intended to minimize soil erosion and sedimentation, and would reduce this impact to a less than significant level.

- 6(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?* **Determination: Less than Significant Impact.**

A discussion of any potential impacts related to liquefaction and landslides is discussed above in Responses 6a iii and 6a iv of this document.

The project site is not at risk for landslide, collapse, or rockfall due to the relatively level terrain of the site and surrounding developed properties. Based on subsurface testing, the geotechnical report concluded that the potential for earthquake-induced liquefaction lateral spreading, landslide, or flooding at the site from off-site sources is considered low. Therefore, these impacts would be less than significant.

- 6(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? **Determination: Less than Significant Impact.***

Expansive soils are fine grained silty clays, which are subject to swelling and contracting. The amount of swelling and contracting is subject to the amount of fine-grained clay materials present in the soils and the amount of moisture either introduced or extracted from the soils. Expansive soils are divided into five categories ranging from very low to very high. Based on the laboratory test results, the expansion index (EI) of the on-site soils is less than 20; correspondingly the soils have a very low expansion potential (NorCal Engineering 2017).

During grading, the site soils would likely be moved and blended, and additional soil may be imported. The expansion indices of the final finish-grade soils will vary from the results obtained during initial investigation. Project design is subject to the requirements of the expansive soil guidelines in the Geotechnical Engineering Investigation. Adherence to these guidelines as incorporated into final project design reduces any potential impact in relation to expansive soils to less than significant.

- 6(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? **Determination: No Impact.***

The proposed project would be served by the municipal sewer system of the Jurupa Community Services District (JCSD) and would have no need for a septic system or other alternative wastewater disposal system. There would be no impact associated with this issue area.

STANDARD CONDITIONS AND REQUIREMENTS

1. Chapter 14.12, Stormwater Drainage System Protection Regulations, of the City of Eastvale Municipal Code, requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality.
2. Eastvale Municipal Code Section 110.52.060 requires the preparation of a Stormwater Pollution Prevention Plan as part of the grading permit submittal package.
3. Chapter 33 of the 2013 California Building Code addresses the requirements for grading and excavation, other applicable building regulations, and standard construction techniques.
4. SCAQMD Rule 403 details the requirements for control of fugitive dust.

MITIGATION MEASURES

None required.

7. GREENHOUSE GAS EMISSIONS					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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 project-specific greenhouse gas emissions assessment was conducted for the project (Urban Crossroads 2017d; see Appendix 7). The greenhouse gas emissions analysis herein is substantially based on this report.

7(a) *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* **Determination: Less than Significant Impact.**

Gases that trap heat in the atmosphere are often referred to as greenhouse gases (GHG). The main components of GHGs include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). GHGs are released into the atmosphere by both natural and anthropogenic (human) activity. The cumulative accumulation of these gases in the earth’s atmosphere is considered to be the cause for the observed increase in the earth’s temperature.

In response to growing scientific and political concern related to global climate change, California has adopted a series of laws to reduce emissions of GHGs to the atmosphere from commercial and private activities in the state. The City of Eastvale does not have an adopted threshold of significance for GHG emissions and has chosen to use the SCAQMD’s adopted numeric threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO_{2e}) per year as the significance threshold for industrial facilities. The 10,000 MTCO_{2e} threshold has been used the significance threshold for many local government agencies for logistic warehouse projects throughout the SCAG region.

Construction and operation activities associated with the project would produce GHG emissions. Construction activities associated with the proposed project will result in emissions of CO₂ and CH₄. Construction phase GHG emissions are quantified and amortized over the life of the project. To amortize the emissions over the life of the project, SCAQMD recommends calculating the total GHG emissions for all construction activities and dividing it by 30.

Operational activities associated with the proposed project will result in emissions of CO₂, CH₄ and NO₂ from the following primary sources:

- Area source emissions
- Energy source emissions
- Mobile source emissions
- Solid waste

- Water supply, treatment and distribution
- On-site equipment emissions

The project will result in approximately 23.76 MTCO_{2e} per year from construction and 5,553.88 MTCO_{2e} per year from operations, including 4,771.03 MTCO_{2e} per year from mobile sources. As shown in **Table 7-1**, Construction-Related and Operational Greenhouse Gas Emissions, the project has the potential to generate a total of approximately 5,577.64 MTCO_{2e} per year. As such, the project would not exceed the SCAQMD’s numeric threshold of 10,000 MTCO_{2e}. Therefore, the project would have a less than significant impact with respect to GHG emissions.

Table 7-1 - Construction-Related and Operational Greenhouse Gas Emissions

Emission Source	Emissions (metric tons per year)			
	CO ₂	CH ₄	N ₂ O	Total CO _{2e}
Construction Emissions				
Construction (amortized over 30 years)	23.68	0.00165	0.00	23.76
Operational Emissions				
Area	0.0171	5.00E-05	0.00	0.0183
Energy	291.62	0.0114	2.79E-03	292.74
Mobile Sources (Trucks)	3,541.32	0.1787	0.00	3,545.79
Mobile Sources (Passenger Cars)	1,224.49	0.0298	0.00	1,225.24
Waste	53.43	3.16	0.00	132.36
Water Usage	289.18	2.12	0.0521	357.73
Total CO_{2e} (All Sources)	5,577.64			

Source: Urban Crossroads 2017d

7(b) *Conflict with an applicable plan, policy, or regulations adopted for the purpose of reducing the emissions of greenhouse gases? **Determination Less Than Significant Impact.***

CARB developed a Scoping Plan outlining the state’s strategy to reduce GHG emissions to 1990 levels. This Scoping Plan, developed by CARB in coordination with the Climate Action Team (CAT), proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy, create new jobs, and enhance public health.

Table 7-2, Recommended Actions for CARB Scoping Plan, presents the 39 Recommended Actions, (qualitative measures) identified to date by CARB in its Climate Change Proposed Scoping Plan. Of the 39 measures identified, those that would be considered applicable to the project would primarily be those actions related to transportation, electricity and natural gas use, green building design, water, and industrial uses.

Table 7-2 - Recommended Actions for CARB Scoping Plan

ID No.	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
T-1	Transportation	Pavley I and II – Light-Duty Vehicle Greenhouse Gas Standard	NO	NO
T-2	Transportation	Low Carbon Fuel Standard (Discrete Early Action)	NO	NO
T-3	Transportation	Regional Transportation-Related Greenhouse Gas Targets	NO	NO
T-4	Transportation	Vehicle Efficiency Measures	NO	NO
T-5	Transportation	Ship Electrification at Ports (Discrete Early Action)	NO	NO
T-6	Transportation	Goods Movement Efficiency Measures	NO	NO
T-7	Transportation	Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction Measure - Aerodynamic Efficiency	NO	NO
T-8	Transportation	Medium/Heavy-Duty Vehicle Hybridization	NO	NO
T-9	Transportation	High Speed Rail	NO	NO
E-1	Energy Efficiency - Electricity	Increased Utility Energy Efficiency Programs, More Stringent Building and Appliance Standards	YES	NO
E-2	Energy Efficiency – Electricity	Increase Combined Heat and Power Use by 30,000 GWh	NO	NO
E-3	Energy Efficiency – Electricity	Renewable Portfolio Standard	NO	NO
E-4	Energy Efficiency – Electricity	Million Solar Roofs	YES	NO
CR-1	Energy Efficiency – Commercial and Residential	Energy Efficiency	YES	NO
CR-2	Energy Efficiency – Commercial and Residential	Solar Water Heating	NO	NO
GB-1	Green Buildings	Green Buildings	YES	NO
W-1	Water	Water Use Efficiency	YES	NO
W-2	Water	Water Recycling	NO	NO
W-3	Water	Water System Energy Efficiency	YES	NO
W-4	Water	Reuse Urban Runoff	NO	NO
W-5	Water	Increase Renewable Energy Production	NO	NO
W-6	Water	Public Goods Charge (Water)	NO	NO

ID No.	Sector	Strategy Name	Applicable to Project?	Will Project Conflict with Implementation?
I-1	Industry	Energy Efficiency and Co-benefits Audits for Large Industrial Sources	YES	NO
I-2	Industry	Oil and Gas Extraction GHG Emission Reduction	NO	NO
I-3	Industry	GHG Leak Reduction from Oil and Gas Transmission	NO	NO
I-4	Industry	Refinery Flare Recovery Process Improvements	NO	NO
I-5	Industry	Removal of Methane Exemption from Existing Refinery Regulations	NO	NO
RW-1	Recycling and Waste Management	Landfill Methane Control (Discrete Early Action)	NO	NO
RW-2	Recycling and Waste Management	Additional Reductions in Landfill Methane – Capture Improvements	NO	NO
RW-3	Recycling and Waste Management	High Recycling/Zero Waste	NO	NO
F-1	Forestry	Sustainable Forest Target	NO	NO
H-1	High Global Warming Potential Gases	Motor Vehicle Air Conditioning Systems (Discrete Early Action)	NO	NO
H-2	High Global Warming Potential Gases	SF6 Limits in Non-Utility and Non-Semiconductor Applications (Discrete Early Action)	NO	NO
H-3	High Global Warming Potential Gases	Reduction in Perfluorocarbons in Semiconductor Manufacturing (Discrete Early Action)	NO	NO
H-4	High Global Warming Potential Gases	Limit High GWP Use in Consumer Products (Discrete Early Action, Adopted June 2008)	NO	NO
H-5	High Global Warming Potential Gases	High GWP Reductions from Mobile Sources	NO	NO
H-6	High Global Warming Potential Gases	High GWP Reductions from Stationary Sources	NO	NO
H-7	High Global Warming Potential Gases	Mitigation Fee on High GWP Gases	NO	NO
A-1	Agriculture	Methane Capture At large Dairies	NO	NO

Source: Urban Crossroads 2017d

Consistency of the project with the applicable actions are evaluated by each source type below.

Energy Efficiency and Green Buildings

Actions E-1 and CR-1, together with Action GB-1 (Green Building), aim to reduce electricity demand by increased efficiency of utility energy programs and adoption of more stringent building and appliance standards. The project will comply with or surpass incumbent Title 24 Energy Efficiency Standards. Therefore, the proposed project would not conflict with this measure.

Action E-4 strives to promote solar-generated electricity. Project building designs will accommodate renewable energy sources, such as photovoltaic solar electricity systems, appropriate to their architectural design(s). The project would therefore not conflict with the recommended measure.

Water

The two water source measures that apply to the project are W-1 (Water Use Efficiency) and W-3 (Water System Energy Efficiency). However, since the proposed project would not exceed the audit threshold of 25,000 MTCO_{2e} (CARB 2011) from on-site combustion and related activities such as a water heater, the proposed project is consistent with and would not obstruct the recommended actions.

Industrial

All but one of the Recommended Actions related to industrial use are specific to oil and gas extraction; refining and transmission and are not applicable to the proposed project. The one applicable measure is Action I-1 which targets large emitters of CO₂ for auditing. Because the proposed project would not exceed the audit threshold of 0.5 million metric tons (MMT)/year of CO_{2e}, the proposed project is consistent with and would not obstruct the recommended actions.

As shown in **Table 7-2** and discussed above, the proposed project does not conflict with the 39 measures of the CARB Climate Change Proposed Scoping Plan. Therefore, impacts would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

8. HAZARDS AND HAZARDOUS MATERIALS					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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

The Phase I Environmental Site Assessment (ESA) was prepared for the project and included historical property use research and evaluation, a regulatory agency records search, and site reconnaissance in accordance with the American Society of Testing Materials (ASTM) 1527-13 standards (Arcadis 2017; see Appendix 8). The analysis of hazards and hazardous materials herein is substantially based on this report.

*8(a,b) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? 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? **Determination: Less than Significant Impact.***

Materials and waste are generally considered hazardous if they are poisonous (toxicity), can be ignited by open flame (ignitability), corrode other materials (corrosivity), or react violently, explode, or generate vapors when mixed with water (reactivity). The term “hazardous material” is defined in the State Health and Safety Code (Chapter 6.95, Section 25501[o]) as any material that, because of quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment. A hazardous waste is any hazardous material that is abandoned, discarded, or recycled, as defined in the State Health and Safety Code (Chapter 6.95, Section 25125). The transportation, use, and disposal of hazardous materials, as well as the potential releases of hazardous materials to the environment, are closely regulated through many state and federal laws.

As previously stated, the site supported a vineyard until 2012; no other land uses are recorded or were disclosed. The site owners state that the site has only been planted with grapevines and that no pesticides were used on-site. It should be noted that given the past agricultural uses of the site, there is potential for residual pesticides to be present in the soil. However, when used in accordance with manufacturer specifications and approved for agricultural uses, the use of pesticides, herbicides, and fertilizers are not of concern. There is no indication in historical records of any release or potential release of a petroleum product or hazardous substance that would constitute a Recognized Environmental Condition under the ASTM definition. The site owners also stated that the vineyard was irrigated by surface water flows and that no underground irrigation pipes are present on-site. The owner stated that no smudge pots or windmills were used on-site.

The Phase I site reconnaissance was conducted in accordance with the ASTM standards as part of the Phase I ESA. During the reconnaissance, a limited amount of trash was found on the project site. Signs of spills or other potential conditions of concern were not identified on the project site.

Regulatory database lists were reviewed for cases pertaining to leaking underground storage tanks and aboveground storage tanks, hazardous waste sites, and abandoned sites within the specified radii of standards established by ASTM guidelines. The project site was not listed in any database searched, and as the project site is not addressed, no records for the site were available at local regulatory agencies.

Construction and operation of the proposed project would require the routine transport, use, storage, and disposal of limited quantities of common hazardous materials such as gasoline, diesel fuel, oils, solvents, paint, fertilizers, pesticides, and other similar materials. However, the transport, use, storage, and disposal of hazardous materials are strictly regulated by state and federal agencies to minimize adverse hazards from accidental release. Therefore, the proposed project

would not create a significant hazard to the public or the environment related to hazardous materials. This impact would be less than significant.

While no specific tenants have been identified for the project site, land uses would be those compatible with the Light Industrial General Plan land use designation and the Manufacturing – Medium (M-M) zoning. The Light Industrial land use designation and corresponding M-M zoning allow for a wide variety of industrial and manufacturing related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses. Thus, once operational, it is anticipated that there would be some routine transport, handling, and disposal of hazardous substances that are typically associated with these types of uses. This may include but is not limited to the use of familiar materials, such as toners, paints, lubricants, restroom cleaners, and other maintenance materials as well as chemicals.

In addition to state and federal regulations that would be enforced, project tenants are subject to the provisions of the Eastvale Municipal Code (Title 16, Health and Sanitation), which outline the handling and disposal of hazardous materials and wastes and will comply with the County of Riverside Department of Environmental Health Hazardous Materials Business Emergency Plan (HMBEP), which is a written set of procedures and information created to help minimize the effects and extent of a release or threatened release of a hazardous material. The intent of the HMBEP is to satisfy federal and state Community Right-To-Know laws and to provide detailed information for use by emergency responders.

Therefore, since the site does not contain hazardous materials, nor would the proposed project construction or operation warrant the use of large volumes of hazardous materials, impacts would be less than significant.

- 8(c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? **Determination: No Impact.***

There are no schools located, or proposed to be located, within one-quarter mile (1,320 feet) of the project site. Colony High School, the nearest school to the project site, is located approximately 1 mile southwest of the project site. Therefore, no impacts to existing or proposed schools would occur.

- 8(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? **Determination: No Impact.***

As part of the Phase I ESA prepared for the proposed project, a search of selected government databases was conducted using the EDR Radius Report environmental database report system (Arcadis 2017). As discussed above, the project site is not located on a list of hazardous materials sites compiled by the California Department of Toxic Substances Control or the State Water Resources Control Board pursuant to Government Code Section 65962.5. Therefore, there would be no impacts.

- 8(e,f) *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? 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? **Determination: No Impact.***

The project site is not located within any airport land use plan, and is not in the vicinity of a private airstrip. The closest public airport is the Ontario International Airport, which is located approximately 2.5 miles northeast of the project site. Aside from the Ontario International Airport, the closest public airport is the Chino Airport, which is located approximately 8 miles southwest of the project site. Given the distance and because the project is not in the airport land use plan area for Chino Airport, there would be no impact.

- 8(g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **Determination: No Impact.**

Eastvale prepared its Emergency Operations Plan (EOP) in 2013. The EOP addresses the City's planned response to large-scale emergencies resulting from natural disasters, technological incidences, and national security emergencies. The plan is designed to include the City of Eastvale as part of the California Standardized Emergency Management System (SEMS) and the National Incident Management System. The plan describes the overall responsibilities of the federal, state, county, and city governments for protecting life and property and ensuring the overall well-being of the population. The Eastvale Fire Department is the local agency responsible for implementing SEMS development and planning.

The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. To ensure compliance with zoning, building and fire codes, the applicant is required to submit appropriate plans for plan review prior to the issuance of a building permit. Adherence to these requirements ensures that the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plans. No impact would occur.

- 8(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?* **Determination: No Impact.**

A wildland fire generally occurs in forests or other typically uninhabited areas and is fueled primarily by natural vegetation. The major factors that contribute to wildland fire behavior are slope and topography, vegetation acting as fuel, and weather. As with all of Eastvale, the project site is not designated as a fire hazard area as mapped by the California Department of Forestry and Fire Protection (CalFire 2017). The site is also located in an urbanized area served or adjacent to any wildlands. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

9. HYDROLOGY AND WATER QUALITY					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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 project-specific hydrology and water quality report was developed for this project (Tory R. Walker Engineering 2017; see appendix 9). The analysis herein is substantially based on this report.

9(a, e) *Violate any water quality standards or waste discharge requirements? Otherwise substantially degrade water quality? **Determination: Less than Significant Impact.***

Construction activities would require the storage and use of hazardous materials and other urban pollutants such as gasoline, diesel fuel, oils, solvents, and trash, which could enter drainages and degrade downstream water quality and/or violate applicable water quality standards or waste discharge requirements. However, the proposed project would be required to obtain coverage under the Santa Ana Regional Water Quality Control Board (RWQCB) Statewide General Construction Permit, which requires the preparation, approval, and implementation of an SWPPP. The SWPPP would include BMPs to be implemented during and after project construction to minimize erosion and sedimentation of downstream watercourses.

The proposed project, which is under the jurisdiction of the Santa Ana RWQCB, drains into the Santa Ana River watershed. Stormwater draining from the project 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. R8-2010-0033, NPDES No. CAS 618033, as amended by R8-2013-0024, NPDES No. CAS618033 to include the City of Eastvale) for discharges into the municipal separate storm sewer systems (MS4) draining the county (RCFCD 2017). The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed 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, which identifies specific BMPs to be incorporated into design and typically includes design measures that will minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

Stormwater runoff from the developed site will be collected by inlets and catch basins or infiltrated through the implementation of low-impact development features to minimize off-site discharge. For both project construction and operation, impacts would be less than significant.

9(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)?*

Determination: Less than Significant Impact.

A project would 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.

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.

Currently, the project site is largely permeable. Construction of the proposed project would result in covering a large portion of the site in impermeable surfaces such as building rooftops, parking areas, driveways, and sidewalks. However, the project includes water quality and water retention features to emulate predevelopment conditions, resulting in a minimal change in any onsite recharge.

Based on the above considerations, 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 would be less than significant.

9(c,d) 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? 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?
Determination: Less than Significant Impact.

Project development would involve 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, and storm drains. The site's proposed drainage 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 would be subject to NPDES requirements, including the countywide MS4 permit. Additionally, the project applicant is required to submit a SWPPP showing how erosion and sedimentation of downstream watercourses would be reduced.

Further, the project applicant would be required to prepare and submit a detailed erosion control plan for City approval prior to obtaining a grading permit. This plan would address potential erosion associated with proposed grading and site preparation. Although the proposed project would create new impervious surfaces on the site, in accordance with City standards, the project would feature landscaped areas to be used for stormwater retention and infiltration, thereby addressing water quality and reducing runoff leaving the site. 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 implementation of an approved SWPPP would ensure that the proposed project would not result in significant erosion or siltation impacts from any changes to drainage patterns. As such, impacts would be less than significant.

9(f,g) *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? Place within 100-year flood hazard area structures which would impede or redirect flood flows? **Determination: No Impact.***

The project site is not located in a mapped flood area (FEMA 2008). Therefore, no impact would occur.

9(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? **Determination: Less than Significant Impact.***

According to Figure 8 in the Jurupa Area Plan (County of Riverside 2014), parts of the city, located south and west of the project site, are in dam inundation areas. However, the project site is not mapped as being within a dam inundation area. As such, impacts would be less than significant.

9(i) *Inundation by seiche, tsunami, or mudflow? **Determination: No Impact.***

The project site is not located near any large inland bodies of water or the Pacific Ocean. Due to the distance from the project site to any major body of water, inundation by seiche or tsunami are unlikely. Further, the project site is not located on or near steep slopes where rapid erosion could trigger mudflows. As such, no impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. Municipal Code, requires new development or redevelopment projects to control stormwater runoff by implementing appropriate best management practices (BMPs) to prevent deterioration of water quality.
2. Riverside County Storm Water Permit, RWQCB (Order No. R8-2010-0033, NPDES No. CAS 618033) for discharges into the municipal separate storm sewer systems (MS4) draining the county (RCFCD 2017) and Eastvale Municipal Code Section 110.52.060 requires:
 - a. The preparation of a Stormwater Pollution Prevention Plan, as part of the grading permit submittal package.
 - b. The implementation of a water quality management plan, which identifies specific BMPs to be incorporated into design and typically includes design measures that will minimize urban runoff, minimize impervious footprint, conserve natural areas, and minimize directly connected impervious areas.

MITIGATION MEASURES

None required.

10. LAND USE AND PLANNING					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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

*10(a) Physically divide an established community? **Determination: No Impact.***

The physical division of an established community is typically associated with construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, which would impair mobility within an existing community or between a community and an outlying area.

The proposed project is located north of SR 60 and west of Milliken Avenue. Surrounding land uses are compatible with freeway commercial, including a number of business and distribution uses, as well as manufacturing uses. The project would provide industrial warehouse/logistical building that would serve the established industries in the surrounding area.

The project also proposes completing a consistency zoning for the two parcels within the project site. Currently, development on the 3.3-acre parcel in the southeast portion of the project site is infeasible due to lack of public access. There are no existing or planned roadways available to the 3.3-acre portion of the project site, rendering the property landlocked and inaccessible by the public. The project would allow for connectivity and development of the 3.3-acre parcel. Therefore, no impacts would occur.

*10(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? **Determination: Less than Significant Impact***

The project site currently is designated as Commercial Retail in the Eastvale General Plan and zoned as Scenic Highway Commercial (C-P-S) on the northern 12.5 acres and Manufacturing –

Medium (M-M) on the remaining 3.3 acres of the project site (refer to **Exhibit 5**, Project Land Use Designation, and **Exhibit 6**, Project Zoning). Project implementation would amend the General Plan land use designation to Light Industrial (LI) for the entire site and change the zoning designation on the northern 12.5-acre from C-P-S to M-M; thus, with project approval the entire site would be zoned as M-M. The proposed General Plan Amendment and zone change would make the project size zoning and land use consistent.

Therefore, impacts would be less than significant.

10(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?
Determination: Less than Significant Impact with Mitigation Incorporated.

The City of Eastvale participates in the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). Refer to Section 4, Biological Resources. Impacts would be less than significant with mitigation incorporated.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

11. MINERAL RESOURCES					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:					
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

11(a,b) 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? 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?
Determination: No Impact.

The site has no history of use as a mineral resource recovery operation and is located in a fully urbanized area of the city. The proposed project would not result in the loss of availability of any locally important mineral resources or mineral resource recovery sites. There would be no impact.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

12. NOISE					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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?			✓	

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. It is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. The ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately 3 dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by various sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between 3 dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of 3 dBA per doubling of distance. Soft

surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6-dBA and about 7.5 dBA per doubling of distance.

Regarding increases in A-weighted noise levels (dBA), the following relationships should be noted for understanding this analysis:

- Except in carefully controlled laboratory experiments, a change of 1 dBA cannot be perceived by humans.
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference.
- A change in level of at least 5-dBA is required before any noticeable change in community response would be expected. An increase of 5-dBA is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

Regulatory Framework

City of Eastvale General Plan

The City of Eastvale General Plan establishes the policies related to noise:

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

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

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

Policy N-6: Mitigate exterior noise to the levels shown in Table N-3 to the extent feasible.²

Table 12-1 - City of Eastvale Noise Compatibility by Land Use Designation¹

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

1. All noise levels shown in this table are designated CNEL.
2. To be determined as part of the project review process

Policy N-14: Ensure compatibility between industrial and commercial development and adjacent land uses. To achieve compatibility, industrial and commercial development projects may be required to include noise mitigation measures to avoid or minimize project related impacts on adjacent uses.

Policy N-15: Encourage noise-tolerant land uses such as commercial or industrial development, to locate in areas already committed to land use that are noise-producing.

Policy N-16: Require that parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize potential noise impacts on adjacent noise sensitive land uses.

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

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

City of Eastvale Municipal Code

The following City ordinances are applicable to the proposed project:

Section 8.52.020-Exemptions

Sound emanating from the following sources is exempt [following noise standards]:

² See **Table 12-1**, *City of Eastvale Noise Compatibility by Land Use Designation*.

(9) Private construction projects located within one-quarter of a mile from an inhabited dwelling, provided that construction does not occur between the hours of:

- a. 6:00 p.m. and 6:00 a.m. during the months of June through September
- b. 6:00 p.m. and 7:00 a.m. during the months of October through May

(10) Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of 7:00 a.m. and 8:00 p.m.

(11) Motor vehicles, other than off-highway vehicles. This exemption does not include sound emanating from motor vehicle sound systems.

(12) heating and air equipment.

Section 8.52.040-General Sound Level Standards

No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound levels on any other occupied property to exceed the sound level standards set forth in the following table. See Table 12-2, *City of Eastvale Sound Level Standard*.

Table 12-2 - City of Eastvale Sound Level Standard

General Plan Foundation Component		Maximum Decibel Level	
Land Use Designation General Plan	Land Use Designation Name	7:00 a.m.— 10:00 p.m.	10:00 p.m.— 7:00 a.m.
CR	Retail commercial	65	55
LI	Light industrial	75	55
BP	Business park	65	45

Source: City of Eastvale 2012a

Note: Land uses are limited to the land use designations found in the immediate proximity to the project site.

Section 120.05.130-Noise, Odor and Vibration Performance Standards

(d) Vibration Standards. Uses shall be operated in compliance with the following provisions:

- (1) Uses, activities and processes shall not generate vibrations that cause discomfort or annoyance to reasonable persons of normal sensitivity or which endanger the comfort, repose health or peace of residents whose property abuts the subject parcel.
- (2) Uses shall not generate vibration that interferes with the operations of equipment and facilities of adjoining parcels.
- (3) Vibrations from temporary construction/demolition and vehicles that leave the subject parcel (e.g., trucks, trains and aircraft) are exempt from the provisions of this section.

Sensitive Receptors

Policy N-3 lists land uses that the City of Eastvale has identified as sensitive to noise and vibrations. Residential properties and churches, both located in the vicinity of the project, are identified as noise-sensitive receptors. The nearest residential property is located 1,500 feet west-southwest of the project site, south of the SR 60 freeway. These properties are surrounded by a sound wall to shield them from highway noise and therefore would not be affected by noise generated by the project. A church, the Assembly Hall of Jehovah's Witnesses, is located within 500 feet to the east of the project site in an area zoned for commercial uses. This church has no outdoor facilities and the property is surrounded by a block wall to shield it from noise. Any noise generated by the project would be attenuated by the block wall and the church building itself.

DISCUSSION

12(a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Determination: Less than Significant Impact.**

Short-Term Construction Noise

Construction of the proposed project would occur over approximately 14 months and would include site preparation, grading, construction of the warehouse, paving and the application of architectural coatings. Typical noise levels generated by construction equipment are shown in **Table 12-3, Maximum Noise Levels Generated by Construction Equipment**. It should be noted that the noise levels identified in **Table 12-3** are maximum sound levels (L_{max}), which are the highest individual sound occurring at an individual time period. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 12-3 - Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	L_{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85

Source: Federal Highway Administration 2006

1. Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

General Plan Policy N-22 requires construction activities to be regulated, including the establishment of hours of operation in order to prevent excessive noise impacts on surrounding areas. General Plan Policy N-24 requires that all construction equipment be properly tuned and use noise reduction features such as mufflers and shrouds that are no less effective than those originally installed by the manufacturer. Section 8.52.020(9) of the Municipal Code exempts construction noise from the City's noise standards, provided that construction activities do not occur between 6:00 p.m. and 6:00 a.m. during the months of June through September, and between 6:00 p.m. and 7:00 a.m. during the months of October through May. Through adherence to the limitation of allowable construction times provided in Section 8.52.020(9) of the Municipal Code and through requiring all construction equipment to be properly tuned with noise reduction features, the construction-related noise levels would not exceed any standards established in the General Plan or Noise Ordinance. Impacts would be less than significant.

Long-term Operational Noise

The proposed project would consist of a warehouse building that would have the potential to generate noise from on-site noise sources including a parking lot, truck loading areas, forklift operations, and rooftop mechanical equipment. The project would also result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity. According to the traffic study, the project would result in an increase of 470 daily trips, including 179 truck trips and 291 non-truck trips.

Changes in traffic noise were calculated using the FHWA Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and traffic volumes from the traffic study. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions.

A change of at least 3 dBA over existing conditions is required before any noticeable change in community response would be expected. Therefore, an increase of 3 dBA is considered significant. **Table 12-4, Existing and with Project Traffic Noise Levels**, shows the existing traffic noise levels in comparison to the cumulative project traffic noise levels.

Table 12-4 - Existing and with Project Traffic Noise Levels

Roadway Segment	Existing Conditions		Existing + Project		Change in dBA	Significant Impact? ¹
	ADT	dBA @ 75 Feet from Roadway Centerline	ADT	dBA @ 75 Feet from Roadway Centerline		
Haven Avenue						
North of Mission Blvd	45,590	71.6	45,590	71.6	0	No
South of Mission Blvd	37,060	70.9	37,060	70.9	0	No
Jurupa Street						
East of Milliken Ave	26,270	68.0	26,400	68.0	0	No
West of Milliken Ave	21,790	67.2	21,790	67.2	0	No
Mission Blvd						
East of Haven Ave	14,720	65.6	14,880	65.6	0	No
West of Haven Ave	18,350	66.5	18,350	66.5	0	No
East of Milliken Ave	3,080	55.9	3,080	55.9	0	No
West of Milliken Ave	5,150	58.2	5,310	58.3	0.1	No
Greystone Dr						
East of Milliken Ave	90	39.5	90	39.5	0	No
West of Milliken Ave	1,730	52.3	1,800	52.5	0.2	No
Milliken Ave						
North of Jurupa St	20,930	68.1	20,930	68.1	0	No
South of Jurupa St	23,650	68.6	23,780	68.6	0	No
North of Mission Blvd	25,200	69.0	25,330	69.0	0	No
South of Mission Blvd	19,450	67.9	19,740	67.9	0	No
North of Greystone Dr	21,020	68.2	21,300	68.2	0	No
South of Greystone Dr	21,400	68.2	21,750	68.3	0.1	No
North of Project Site	Future Intersection		18,820	67.7		No
South of Project Site	Future Intersection		21,620	68.3		No
SR-60 West Bound Ramp	8,510	63.8	8,530	63.8	0	No
SR-60 East Bound Ramp	5,480	61.9	5,510	61.9	0	No

1. Defined as an increase of 3 dBA or Greater

As shown in **Table 12-3**, traffic noise would increase at the most by 0.2 dBA with the addition of project traffic. Therefore, traffic noise would be less than significant.

Other operational noise sources would include mechanical equipment and the noise from loading and unloading trucks. Typically, mechanical equipment noise is 55 dBA at 50 feet from the source. Noise from loading and unloading trucks is typically on the order of 70 to 73 dBA at a distance of 50 feet. A church is located within 500 feet and the nearest residential property is 1,500 feet away. Based on these distances, the noise from loading bay operations would be at most 53 dBA at the church and 43 dBA at the residential property. These levels are well below the 65-dBA residential noise standard as stated in General Plan Policy N-3. Therefore, impacts would be less than significant.

12(b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?* **Determination: Less than Significant Impact.**

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

Table 12-5, Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those shown, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes.

Table 12-5 - Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibration Levels

Peak Particle Velocity (inches/second)	Human Reaction	Effect on Buildings
0.4–0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Architectural damage and possibly minor structural damage
0.2	Vibrations may begin to annoy people in buildings	Threshold at which there is a risk of architectural damage to normal dwellings
0.1	Level at which continuous vibrations may begin to annoy people, particularly those involved in vibration sensitive activities	Virtually no risk of architectural damage to normal buildings

Peak Particle Velocity (inches/second)	Human Reaction	Effect on Buildings
0.08	Vibrations readily perceptible	Recommended upper level to which ruins and ancient monuments should be subjected
0.006–0.019	Range of threshold of perception	Vibrations unlikely to cause damage of any type

Source: Caltrans 2013

The Federal Transit Administration (FTA; 2006) has published standard vibration velocities for construction equipment operations. Impacts from construction-related vibrations can range from human annoyance to building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Typical vibration produced by construction equipment is illustrated in **Table 12-6, Typical Vibration Levels for Construction Equipment**.

Table 12-6 - Typical Vibration Levels for Construction Equipment

Equipment ^A	Approximate Peak Particle Velocity at 25 Feet (inches/second) ^B	Approximate Peak Particle Velocity at nearest receptor - 500 Feet (inches/second) ^C
Large bulldozer	0.089	0.0010
Loaded trucks	0.076	0.0008
Small bulldozer	0.003	0.0
Jackhammer	0.035	0.0004

Source: FTA 2006

Notes:

A. Project construction would not include pile driving. Concrete piles would be cast in place.

B. Calculated using the following formula:

C. $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance. PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA Transit Noise and Vibration Impact Assessment Guidelines.

D. The distance from the equipment to the receiver.

As shown in **Table 12-6**, even at closest receptor, vibrations generated on the project site would be less than the 0.0787 Peak Particle Velocity (inches/second) threshold defined in General Plan Policy N-3 for sensitive receptors. Therefore, impacts would be less than significant.

12(c) *A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?* **Determination: Less than Significant Impact.**

Refer to Response 12(a) above.

12(d) *A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?* **Determination: Less than Significant Impact.**

Refer to Response 12(a) above.

12(e) *For a Project located within an airport land use plan or, where such a plan has not been adopted, within two 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? **Determination: Less than Significant Impact.***

The project site is located within the 60 dB CNEL Noise Impact Zone of the Ontario International Airport (Ontario International Airport 2011). The Land Use Compatibility Plan states that industrial and commercial land uses are compatible with the 60-65 dB CNEL Noise Impact Zone and workers would not be exposed to excessive aviation-related noise. A less than significant impact would occur.

12(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? **Determination: Less than Significant Impact.***

The project is not located within the vicinity of a private airstrip. The nearest private facility is the San Antonio Community Hospital Heliport, located approximately 6.0 miles northwest of the project site. Therefore, the project would not expose people to excessive aviation-related noise levels. A less than significant impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

1. Eastvale Municipal Code section 8.5.202 and Section 8.52.020(9) exempts construction noise, property maintenance from regulation when conforming to certain hours of operation.
2. Eastvale Municipal Code section 8.5.040 establish sound level standards for impacts on adjacent uses.
3. Eastvale Municipal Code section 120.05.130-Noise, Odor and Vibration Performance Standards exempts construction from noise and vibration for regulation during reasonable house, and prohibits uses that would cause discomfort, annoyance, and prohibits uses that would interfere with use of adjoining parcels.

MITIGATION MEASURES

None required.

13. POPULATION AND HOUSING					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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?				✓

13(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)?* **No Impact.**

The proposed project involves the development of a new light industrial complex and does not include the construction of new homes or the extension of infrastructure such as roads. Therefore, it would not directly or indirectly induce population growth in the area. The project would generate temporary construction and long-term operational employment. Projected employment densities for various land uses vary widely, depending on the location and actual business activities. The Southern California Association of Governments estimates that employment in the City of Eastvale will increase from 3,700 in 2008 to 5,400 in 2020 and further to 10,100 by 2035 (SCAG 2012). The unemployment rate in Riverside County as of August 2017 was estimated at 6.3 percent (EDD 2017). Thus, it is expected that the project would absorb workers from the regional labor force and would not attract new workers into the region.

13(b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **Determination: No Impact.**

The project site is currently vacant and does not contain any housing units. Therefore, the displacement of existing housing would not occur, and no replacement of housing would not be needed.

INITIAL STUDY**South Milliken Distribution Center**

13(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? Determination: No Impact.

As discussed above, housing units would not be displaced; thus, the development of replacement housing will not be needed. No impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

14. PUBLIC SERVICES					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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

14(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?* **Determination: Less than Significant Impact.**

The Riverside County Fire Department provides fire protection and safety services to the City of Eastvale. The nearest fire station is Riverside County Fire Station #17, located at 10400 San Sevaine Way, in Mira Loma, approximately 4 miles east 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. 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. Therefore, would be less than significant.

ii) *Police protection?* **Determination: 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 8 miles east of the project site.

The Jurupa Valley Station comprises a total of 80 deputy sheriffs, a number of whom could respond to any calls for service in Eastvale (City of Eastvale 2012b). The proposed development would be conditioned for the payment of the City's development impact fees pursuant to Municipal Code Chapter 110.28. As a neighborhood-serving mixed-use commercial and industrial use, the proposed project is not expected to result in any unusual circumstances that may generate high demand for police protection services. Therefore, payment of the City's development impact fees would fully mitigate any potential impact on Sheriff's Department facilities.

iii) Schools? Determination: Less than Significant Impact.

The proposed project site is located in the Corona-Norco Unified School District. The district has established school impact mitigation fees to address potential facility impacts created by residential, commercial, and industrial development. Due to the nonresidential use proposed for the project site, direct impacts to school facilities are not anticipated as the project would not add new residential units that would need to be served by a school. Because the project is a new industrial use, the project applicant would be required to pay current developer impact fees for industrial use at the time of building permit application. The district uses these fees to pay for facility expansion and upgrades needed to serve new students. Pursuant to California Government Code Section 65996, payment of these fees is considered full mitigation for project impacts to the school district. Therefore, this impact would be less than significant.

iv) Parks? Determination: Less than Significant Impact.

Refer to Response 13(a), Population and Housing, above. As a light industrial use, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the project would not result in substantial adverse physical impacts to any parks or recreational facilities in the JCSD. This impact would be less than significant.

v) Other public facilities? Determination: Less than Significant Impact.

Refer to Response 13(a), Population and Housing, above. As a neighborhood-serving commercial/industrial use, the project would not generate a substantial number of new jobs and is not anticipated to induce substantial population growth in the city. Thus, the proposed project would not 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 less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. City of Eastvale Municipal Code Chapter 110.28 establishes development impact fees to mitigate potential impacts on the Riverside County Fire Department, the Riverside County Sheriff's Department, and the Corona-Norco Unified School District as part of a Development Impact Fee Program.
2. California Government Code Section 65996 indicates that payment of school impact fees is considered full mitigation for project impacts to a school district.

MITIGATION MEASURES

None required.

15. RECREATION					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the proposed project:					
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

15(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?

Determination: Less than Significant Impact.

It is not anticipated that the proposed project would generate a substantial number of new jobs or induce substantial population growth in the city. Thus, the project would not increase the use of existing neighborhood or regional parks or other recreational facilities. This impact would be less than significant.

*15(b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment? **Determination: Less than Significant Impact.***

The proposed General Plan Amendment and Change of Zone would not include the construction or expansion of any parks or recreational facilities. As described previously, the proposed project would not increase the demand for parks or other recreational facilities and would not require the construction or expansion of any such facilities. This impact would be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

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

MITIGATION MEASURES

None required.

16. TRANSPORTATION/TRAFFIC					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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?			✓	

16(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?* **Determination: Less than Significant Impact**

A Traffic Impact Analysis (TIA) was prepared to evaluate potential circulation system deficiencies that may result from project development and to recommend improvements to achieve acceptable conditions. As directed by City of Eastvale staff, the TIA was prepared in accordance with the

County of Riverside Traffic Impact Analysis Preparation Guidelines, the California Department of Transportation (Caltrans) Guide for the Preparation of Traffic Impact Studies, and consultation with City staff during the scoping process. Based on these guidelines, seven intersections and two roadway segments were analyzed; refer to **Exhibit 8, Traffic Study Intersection Location Map**.

The following criteria were used to determine if the project would result in significant impacts by comparing the “Without Project” condition to the “With Project” condition.

Intersection impacts would be considered significant if:

- The level of service (LOS) deteriorates from acceptable LOS (LOS D or better) to unacceptable LOS (LOS E or F); or
- An intersection is already operating at an unacceptable LOS (LOS E or F) in “Without Project” conditions and the additional project traffic increases the delay by 5.0 seconds.

Impacts to roadway segments would be considered significant if:

- The LOS deteriorates from an acceptable LOS (LOS D or better) to an unacceptable LOS (LOS E or F); or
- A roadway segment is already operating at an unacceptable LOS (LOS E or F) in “Without Project” conditions and the addition of project traffic increases the volume-to-capacity ratio by 0.01 or greater.

Impacts to the State Highway System would be considered significant if:

- The traffic study finds that traffic at freeway off-ramps exceeds the 95th percentile for queuing vehicles, resulting in vehicle traffic backing up onto the SR 60 freeway mainline.

Level of service (LOS) is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow. **Table 16-1, LOS Criteria for Intersections**, shows the criteria for determining LOS for intersections.



12/1/2017 JN.M:\M:\dab\17-20013_Milliken\MXD\08_Traffic Study\Intersection Location Map.mxd

Legend

- Project Site
- Existing Intersection Analysis Location
- Future Intersection Analysis Location
- CMP Intersection

Michael Baker INTERNATIONAL

0 750 1,500 Feet

SOUTH MILLIKEN AVE DISTRIBUTION CENTER IS/MND
Traffic Study Intersection Location Map

Source: Esri Imagery, Riverside County, Traffic Impact Analysis (2017) - Urban Crossroads

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Table 16-1 - LOS Criteria for Intersections

Level of Service	Signalized Intersection Control Delay (sec/vehicle)	Unsignalized Intersection Average Control Delay (sec/vehicle)
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

Source: Urban Crossroads 2017c

LOS for roadway segments is based upon the two-way average daily volume (ADT). Roadway segment operations were evaluated using the daily roadway segment capacities for each type of roadway as summarized in **Table 16-2, Roadway Segment Capacities for Each Type of Roadway.**

Table 16-2 - Roadway Segment Capacities for Each Type of Roadway

Roadway Lanes	City of Eastvale ¹	City of Ontario ²
2-Lane	18,000	12,500
4-Lane	35,900	33,000
6-Lane	53,900	49,000

Source: Urban Crossroads 2017c

1. Based on LOS E maximum two-way traffic volume (ADT) thresholds from the City of Eastvale General Plan
2. Based on LOS E maximum two-way traffic volume (ADT) thresholds from the City of Ontario Mobility Element

Peak hour traffic operations have been evaluated for the study area intersections. As shown in **Table 16-3, Intersection Analysis**, all intersections are anticipated to operate at acceptable LOS; therefore, impacts to intersections would be less than significant.

Table 16-3 - Intersection Analysis Level of Service

No.	Intersection	Without Project (Existing 2017)		With Project (Existing + Project)	
		AM	PM	AM	PM
1	Haven Av. / Mission Bl.	C	D	C	D
2	Milliken Av. / Jurupa St.	A	B	A	B
3	Milliken Av. / Mission Bl.	A	A	A	A
4	Milliken Av. / Greystone Dr.	A	A	A	A
5	Milliken Av. / Driveway 1 (Future Intersection)	NA		A	A
6	Milliken Av. / SR-60 Westbound Ramps	C	B	C	B
7	Milliken Av. / SR-60 Eastbound Ramps	C	C	C	C

Source: Urban Crossroads 2017c

As shown in **Table 16-4, Road Segment Analysis**, there are no roadway deficiencies in the study area. Impacts to road segments would be less than significant.

Table 16-4 - Road Segment Analysis

No.	Roadway	Segment Limits	Lanes	Without Project (Existing 2017)		With Project (Existing + Project)	
				ADT Volume	LOS	ADT Volume	LOS
1	Milliken Avenue	North of Project Driveway	6	20,117	A	20,552	A
2	Milliken Avenue	Project Driveway to SR-60 Westbound Ramps	6	20,117	A	20,551	A

Source: Urban Crossroads 2017c

As shown in **Table 16-5, Off-Ramp Queuing Analysis**, there are no peak hour queuing issues at the SR 60 Freeway and Milliken Avenue interchange. Impacts to the State Highway System would be less than significant.

Table 16-5 - Off-Ramp Queuing Analysis

Intersection	Movement	Stacking Distance (Feet)	Without Project (Existing 2017)				With Project (Existing + Project)			
			95th Percentile Stacking Distance (Feet)		Acceptable?		95th Percentile Stacking Distance (Feet)		Acceptable?	
			AM	PM	AM	PM	AM	PM	AM	PM
SR-60 WB Off-Ramp / Milliken Ave.	WBL/T/R	1,600	286	126	Yes	Yes	288	127	Yes	Yes
	WBR	350	225	49	Yes	Yes	236	51	Yes	Yes
SR-60 EB Off-Ramp / Milliken Ave.	EBL	1,420	282	194	Yes	Yes	292	197	Yes	Yes
	EBL/EBR	1,200	138	70	Yes	Yes	140	70	Yes	Yes

Source: Urban Crossroads 2017c

Based on the analysis above, the project would not result in significant impacts to intersections, roadway segments, or the State Highway System. Therefore, the project would have a less than significant impact on all applicable circulation plans, ordinances, or policies.

16(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? **Determination: Less than Significant Impact.**

Refer to Response 16(a) above. Less than significant impacts would occur, and mitigation is not required.

16(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? **Determination: No Impact.**

The project is located 2.5 miles from the Ontario International Airport. The project does not include any air travel components such as a runway or helipad and would not add any structures that could interfere with air travel or air safety. Therefore, no impact would occur.

16(d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? **Determination: Less than Significant Impact.**

As shown in **Exhibit 4**, Project Site Plan, the project would be accessible via one driveway entrance on Milliken Avenue. The project does not involve any unusual conditions, or hazardous design features, such as sharp curves or dangerous intersections, or incompatible uses. Therefore, a less than significant impact would occur.

16(e) *Result in inadequate emergency access?* **Determination: Less than Significant Impact.**

The access and circulation features on the project site would accommodate emergency ingress and egress. A 30-foot-wide fire lane located around the perimeter of the building will provide access for fire trucks, police units, and ambulance/paramedic vehicles. All emergency access features are subject to and must satisfy the City of Eastvale design requirements and be approved by the Riverside County Fire Department. Impacts would be less than significant.

16(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?* **Determination: Less than Significant Impact.**

The proposed project would be consistent with policies supporting public transit, bicycle, and pedestrian facilities. The project will construct a sidewalk along the frontage of the site to allow for pedestrian access. Although the Bicycle Master Plan shows that there are no existing or planned bicycle routes within the vicinity of project, interior bike racks will be provided for employees who ride bicycles. Therefore, a less than significant impact would occur.

STANDARD CONDITIONS AND REQUIREMENTS

None identified.

MITIGATION MEASURES

None required.

17. TRIBAL CULTURAL RESOURCES				
Issues	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:				
a)	Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: <ul style="list-style-type: none"> Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 	✓		

DISCUSSION

17(a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? **Determination: Less than Significant Impact with Mitigation Incorporated.***

Pursuant to AB 52 requirements, the City of Eastvale has commenced consultation with the appropriate and potentially affected Tribal Historic Preservation Officers (THPO). The project

applicant, City staff, and representatives from the Soboba Band of Luiseño Indians and the Gabrieleño Band of Mission Indians–Kizh Nation have met to discuss general principles, followed by project-specific recommendations. As noted in Section 5, Cultural Resources, the project site contains limited known cultural resources. To mitigate potential impacts to resources that could be discovered during project construction, mitigation measures have been developed in coordination with the tribes, City, and applicant.

STANDARD CONDITIONS AND 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 NAHC shall be contacted. Subsequently, the NAHC shall identify the most likely descendant (MLD). The MLD 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

The following mitigation measures **TCR-1** through **TCR-4** are required to reduce impacts to levels less than significant and will be confirmed through the AB 52 and CEQA process.

TCR-1 Tribal Monitoring. Prior to the issuance of a grading permit, the applicant shall contact each consulting Native American tribe that has requested monitoring through consultation with the City during the AB 52 process and develop a Tribal Monitoring Agreement with the tribe. Consulting tribes include Soboba Band of Luiseño Indians and Gabrieleño Band of Mission Indians-KIZH Nation. A copy of the agreement shall be provided to the City of Eastvale Planning Department prior to the issuance of a grading permit.

TCR-2 Archaeological Monitoring. At least 30 days prior to application for a grading permit and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project applicant shall retain a Secretary of Interior Standards-qualified archaeological monitor to monitor all ground-disturbing activities in an effort to identify any unknown archaeological resources. Ground-disturbing activities may include, but are not limited to, pavement removal, potholing or auguring, grubbing, weed abatement, boring, grading, excavation, drilling, and trenching. The on-site monitoring would end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

The project archaeologist, in consultation with the interested tribes identified in TCR-1, and the developer, shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site.

Details in the plan shall include:

- A. Project grading and development scheduling.
- B. Cultural sensitivity training for the construction staff to be held during a required pre-grade meeting.
- C. The development of a rotating or simultaneous schedule in coordination with the applicant and the project archaeologist for designated Native American tribal monitors from the consulting tribes during grading, excavation, and ground-disturbing activities on the site.
- D. The safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists.
- E. The protocols and stipulations that the developer, tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

TCR-3

Treatment and Disposition of Cultural Resources. If tribal cultural resources (defined in Public Resources Code section 21074) are inadvertently discovered during ground-disturbing activities for this project, the following procedures will be carried out for treatment and disposition of the discoveries:

- A. **Temporary Curation and Storage.** During construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process.
- B. **Treatment and Final Disposition.** The landowner(s) shall relinquish ownership of all tribal cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to tribal cultural resources. The applicant shall relinquish the artifacts through reburial and/or curation as indicated below and provide the City Planning Department with documentation of same in a Final Report as specified below. If more than one tribe is involved with the project and cannot come to a consensus as to the disposition of cultural materials, they shall be curated at the Western Science Center.
 - a. **Reburial on-site.** If reburial on-site is possible without adversely affecting the project's design, accommodate the process for on-site reburial of the discovered items with the consulting tribes. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed.
 - b. **Curation.** A curation agreement with an appropriate qualified repository in Riverside County that meets federal standards based on 36 Code of Federal Regulations Part 79 and therefore would be professionally curated and made available to other archaeologists or researchers for

further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility in Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

- c. **Final Report.** At the completion of grading, excavation, and ground-disturbing activities on the site, a Phase IV Monitoring Report shall be submitted to the City documenting monitoring activities conducted by the project archaeologist and tribal monitors within 60 days of completion of grading. This report shall:
- Document the impacts to the known resources on the property;
 - Describe how each mitigation measure was fulfilled;
 - Document the type of cultural resources recovered and the disposition of such resources;
 - Provide evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting;
 - In a confidential appendix, include the daily/weekly monitoring notes from the archaeologist.
 - Be submitted to the City, Eastern Information Center, and consulting tribes.

TCR-4

Human Remains. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside 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.

Following discovery and during assessment of the remains, work will be diverted at least 50 feet from the burial. The discovery shall be kept confidential, and secure to prevent disturbance. If left overnight, remains will be covered with a muslin cloth and steel plate over the excavation to protect the remains. If this method of protection is not feasible, a guard will be posted.

If the Riverside County coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted by the Riverside County coroner within 24 hours of the determination by the coroner. The Native American Heritage Commission must then immediately identify the most likely descendant(s) for purposes of receiving notification of discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultation concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.

SIGNIFICANCE OF IMPACT AFTER MITIGATION

Implementation of mitigation measures **TCR-1** through **TCR-4** would address any cultural and archaeological resources inadvertently discovered during project grading or construction activities, consistent with the recommendations of a qualified archaeologist and the appropriate tribes, reducing impacts to less than significant.

18. UTILITIES AND SERVICE SYSTEMS					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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

*18(a, e) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? 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? 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? **Determination: 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 RWQCB regulates wastewater discharges in the City of 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 BMPs. Development of the project site would result in increased wastewater flows that would be collected and treated at the Western Riverside County Regional Wastewater Authority plant, the plant that serves the City of Eastvale.

The proposed project would receive wastewater conveyance services from the Jurupa Community Services District (JCSD). The JCSD discharges wastewater from this area to the Inland Empire Brine Line (IEBL), which pumps the wastewater to the Orange County Sanitation District (JCSD 2016). The JCSD estimates that wastewater treatment plant capacity is currently 9.8 million gallons per day (mgd) with the ability to expand to 17 mgd (JCSD 2016). According to the JCSD Standards Manual (JCSD 2011), commercial and industrial uses in the Eastvale area are estimated to generate an average of 2,000 gallons of wastewater daily per gross acre. Therefore, the proposed project can be expected to contribute 31,600 gallons of wastewater flow to the IEBL and Orange County Sanitation District treatment plant daily.³

Since the project would only result in an increase of wastewater flows equal to 0.32 percent of current JCSD capacity,⁴ adequate capacity is available to serve the proposed project.

*18(b,d) 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? Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Determination: Less than Significant Impact.***

Water service would be provided to the project site by the JCSD. The JCSD relies predominantly on groundwater and desalinated brackish groundwater from the Chino Groundwater Basin for its water supply (JCSD 2016). 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 desalter has the current capacity to treat 12 mgd of water (JCSD 2016). 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 uses a water demand generation rate of 8,100 gallons per day for nonresidential land uses (City of Eastvale 2012b). Utilizing this generation rate, the proposed project would result in an increase in water demand of 127,980 gallons per day.⁵ An increase of 127,980 gallons per day represents a 1 percent increase in demand, in comparison to existing supplies. Therefore, impacts would be less than significant.

*18(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? **Determination: Less than Significant Impact.***

³ Based on 15.8 acres x 2,000 daily gallons per acre.

⁴ Based on 31,600 gallons per day demand ÷ 9,800,000 gallons per day capacity = 0.0032.

⁵ Based on 15.8 acres x 8,100 daily gallons per acre = 127,980 gallons daily.

The proposed project would include use of existing on-site drainage system to collect and convey site runoff to the City's municipal storm drain system. Off-site drainage facilities are not proposed for the project. Construction of on-site drainage facilities will occur during the construction of the project; however, expansion of existing facilities is not proposed for the project. Therefore, impacts would be less than significant.

*18(f, g) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? Comply with federal, state, and local statutes and regulations related to solid waste? **Determination: 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 2017a). 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 2015, had 19,242,950 cubic yards (roughly 39,966,973 tons) of capacity available (CalRecycle 2017a).

The California Department of Resources Recycling and Recovery (CalRecycle) provides unofficial estimates of solid waste generation and disposal rates for five different land use or business types: commercial, industrial, institutional, residential, and service. For the proposed project, CalRecycle provides an estimated generation rate for manufacturing/warehouse uses of 1.42 pounds of waste per 100 square feet of operations per day. Assuming an operational square footage for the project of 277,636 square feet, the project would result in 3,942 pounds of waste daily.⁶ Assuming operations seven days per week, the project would contribute 709 tons of waste each year. Considering the capacity of the El Sobrante and Lamb Canyon Landfills, the project would not have a significant impact on local landfill capacity.

Furthermore, the proposed project would 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 propose any activities that would conflict with the applicable programmatic requirements; therefore, this impact will be less than significant.

STANDARD CONDITIONS AND REQUIREMENTS

1. The Solid Waste Reuse and Recycling Access Act of 1991 requires that adequate areas be provided for collecting and loading recyclable materials such as paper products, glass, and other recyclables.

MITIGATION MEASURES

None required.

⁶ Based on 277,636 square-feet / 100 X 1.42 pounds of waste.

19. MANDATORY FINDINGS OF SIGNIFICANCE					
Issues		Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Proposed Project:					
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

*19(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? **Determination: Less than Significant Impact with Mitigation Incorporated.***

As discussed previously, the proposed project would not result in any significant impacts. As discussed in Section 4, Biological Resources, after mitigation, the proposed project would result in less than significant impacts to local, regional, or state habitat conservation plans and to any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the US Fish and Wildlife Service. Similarly, as discussed in Section 5, Cultural Resources, and Section 17, Tribal Cultural Resources, after mitigation, the proposed project would result in less than significant impacts to human remains, archaeological resources, and paleontological resources.

19(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.)* **Determination: 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.

19(c) *Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?* **Determination: 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 the potential to significantly impact humans, with implementation of the identified mitigation measures herein, and standard requirements, these impacts would be less than significant. With implementation of the identified mitigation measures, the proposed project would not cause significant adverse impacts to humans.

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