EASTVALE 2040

Envision Our Future

City of Eastvale
Eastvale 2040 General Plan
Draft Environmental Impact Report

October 2023

SCH No: 2022080090

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ES-1 INTRODUCTION

Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15123, this section summarizes the proposed project, significant impacts, and proposed mitigation measures, as well as the project alternatives evaluated in this Environmental Impact Report (EIR). The summary is organized around the following topics:

- Purpose of the EIR
- Project Synopsis
- Issues Raised During Scoping
- Summary of Project Alternatives

ES-2 PURPOSE OF THE EIR

This EIR has been prepared for the City of Eastvale (City), acting as the lead agency under CEQA Guidelines Sections 15050 and 15367, to analyze the potential environmental effects associated with implementation of the Eastvale 2040 General Plan project (collectively known as the project or the proposed project).

An EIR is a public informational document used in the planning and decision-making process. The purpose of the EIR is to demonstrate that the City has made a good faith effort at disclosing the potential for the project to result in significant impacts to the physical environment. As such, the EIR does not consider potential fiscal impacts, cost-benefit assessment, or social impacts, nor does the EIR present recommendations to the decision-making bodies for approval or denial of the project based on the environmental findings. Rather, the EIR is intended to provide additional information about the project when, if, and at which time it is reviewed and considered by the City in its discretionary decision-making for the project.

The City of Eastvale City Council will consider the information in the EIR, public and agency comments on the EIR, and testimony at public hearings in their decision-making process. The public review comments will be incorporated and addressed in the Final EIR. As a legislative action, the final decision to approve, conditionally approve, or deny the proposed project is made by the City Council. The purpose of an EIR is to identify:

- Significant impacts of the proposed project on the environment and indicate the manner in which those significant impacts can be avoided or mitigated.

- Any unavoidable adverse impacts that cannot be mitigated.
- Reasonable and feasible alternatives to the proposed project that would eliminate any significant adverse environmental impacts or reduce such impacts to a less than significant level.

An EIR also discloses cumulative impacts, growth-inducing impacts, and impacts found not to be significant. CEQA requires that an EIR reflect the independent judgment of the lead agency regarding the impacts, disclose the level of significance of the impacts both without and with mitigation, and discuss the mitigation measures proposed to reduce the impacts.

The EIR is circulated to the public and other agencies that may have jurisdiction over affected lands or resources, such as the Santa Ana Regional Water Quality Control Board (RWQCB). The purposes of public and agency review of an EIR include sharing expertise, disclosing agency analyses, checking for accuracy, detecting omissions, discovering public concerns, and soliciting counter proposals.

This EIR is being distributed to agencies, organizations, and interested groups and persons for a 45-day review period in accordance with CEQA Guidelines Section 15087. The City will consider and respond to all written comments received during the review period prior to any action being taken on the project.

ES-3 PROJECT SYNOPSIS

California State law requires each city and county to adopt a comprehensive, long-term General Plan. The General Plan is the official policy statement of the City for use by the Council to guide private and public development in the City, as well as the City's own operations and decisions. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Code, individual project proposals, and other related plans and City ordinances must be consistent with the goals and policies in this General Plan.

The General Plan projects conditions and needs into the future as a basis for determining long-term objectives and policies and shorter-term decision making, budgeting and prioritization of implementation programs. The General Plan is considered "long-term" since it looks 20 years or further into the future. The City's current General Plan was adopted in 2012. As such, the City is undertaking the development of a new General Plan known as Eastvale 2040 to help guide future development and plan for future needs for services in the City.

The Eastvale 2040 General Plan will update all the state-required General Plan elements, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The Eastvale 2040 General Plan also addresses urban design, environmental justice, economic

development, public health, and sustainability. As a matter of information, on June 21, 2022, the State Department of Housing Community and Development found the Eastvale 2021-2029 Housing Element update consistent with State law; thus, no changes are proposed to the Housing Element.

Major components of the Eastvale 2040 General Plan include:

- Update existing conditions, with year 2022 serving as the baseline year.
- Update the General Plan development projections to the year 2040, the Eastvale 2040 planning period.
- Reorganization of the State-mandated General Plan elements into the following Eastvale 2040 General Plan subsections:
    - Partnerships and Collaboration
    - Built Environment
    - Nature and Conservation
    - Implementation
- Update the Land Use Element and Land Use Map with new land use designations and policy areas.
- Update existing General Plan Elements to reflect current conditions and new development projections.
- Add, delete, or modify existing General Plan Element goals and policies.

ES-4 ISSUES RAISED DURING SCOPING

In accordance with CEQA Guidelines Section 15082, the City prepared and distributed a Notice of Preparation (NOP) of an Environmental Impact Report for the proposed project that was circulated for public review on August 5, 2022 for a minimum period of 30 days (ending September 6, 2022). The NOP comment period is intended to notify responsible agencies, trustee agencies, and the public that the City, acting as the lead agency, would be preparing an EIR for the project. The City determined the scope of the analysis for this EIR as a result of initial project review and consideration of agency and public comments received in response to the NOP. For more information regarding the NOP process, refer to Section 1.0, *Introduction*. The NOP and the NOP comments are included as Appendix A to this EIR. A public scoping meeting was held on August 16, 2022; however, no public agencies attended.

Key areas of environmental concern, as conveyed during the NOP process, include, but are not limited to:

- Air quality analysis and mitigation
- Impacts to biological resources, such as habitat and protected species
- Tribal consultation for future development associated with buildout of the project
- Water needs and conservation
- Traffic control and concerns with traffic light wait times

ES-5 SUMMARY OF SIGNIFICANT EFFECTS

Section 15126.2(a) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 3.0, *Environmental Analysis*, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. The executive summary includes Table ES-1, which summarizes the environmental impacts, mitigation measures, and levels of significance before and after mitigation.

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Section 3.0. Based on the analysis in this EIR, all significant environmental impacts can be mitigated to a less than significant level with exception of the following:

AIR QUALITY

Impact 3.1-1 The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.

Impact 3.1-2 The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.

Impact 3.1-3 The project would result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.

Impact 3.1-5 The project would result in a cumulatively considerable impact regarding consistency with an applicable air quality plan.

Impact 3.1-6 The project would result in cumulative impacts due to short-term construction air emissions.

Impact 3.1-7 The project would result in cumulative impacts due to long-term operational air emissions.

LAND USE AND PLANNING

Impact 3.7-2 The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

TRANSPORTATION

Impact 3.11-1 The project would conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact 3.11-2 The project would conflict and be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Impact 3.11-5 The project would result in a significant cumulative impact related to transportation.

ES-6 ISSUES TO BE RESOLVED BY THE DECISION-MAKING BODY

An EIR is an informational document intended to inform decision-makers and the public of the significant effects of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the proposed project. As the lead agency, the City of Eastvale must respond to each significant effect identified in this EIR by making “findings” for each significant effect. As part of the decision-making process, the City must determine whether or how to mitigate the associated significant effects of the project, including whether to implement a project alternative. Approval of the project despite identified significant and unavoidable environmental impacts requires a Statement of Overriding Considerations, explaining why the benefits of the project outweigh the environmental effects, as set forth in this document.

ES-7 SUMMARY TABLE

Table ES-1, *Environmental Impact Summary*, identifies the potential environmental impacts resulting from the project.

Table ES-1:
Environmental Impact Summary

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
Air Quality			
3.1-1 Would the project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
3.1-2 Would the project would 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?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
3.1-3 Would the project result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
3.1-4 Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than Significant	No mitigation measures required.	Less than Significant
3.1-5 Would the project result in cumulative impacts related to air quality?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
Biological Resources			
3.2-1 Would the project 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	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
by the California Department of Fish and Wildlife or US Fish and Wildlife Service?			
3.2-2 Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	Less than Significant	No mitigation measures required.	Less than Significant
3.2-3 Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	Less than Significant	No mitigation measures required.	Less than Significant
3.2-4 Would the project interfere substantially with the movement of 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?	Less than Significant	No mitigation measures required.	Less than Significant
3.2-5 Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than Significant	No mitigation measures required.	Less than Significant
3.2-6 Would the project conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
other approved local, regional, or state habitat conservation plan?			
3.2-7 Would the project result in cumulative impacts related to biological resources?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Cultural Resources			
3.3-1 Would the project cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	Less than Significant	No mitigation measures required.	Less than Significant
3.3-2 Would the project cause a substantial adverse change in the significance of an archaeological resource as defined in CEQA Guidelines Section 15064.5?	Less than Significant	No mitigation measures required.	Less than Significant
3.3-3 Would the project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant	No mitigation measures required.	Less than Significant
3.3-4 Would the project result in cumulative impacts related to historical and archaeological resources or human remains?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Energy and Greenhouse Gases			
3.4-1 Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
3.4-2 Would the project conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than Significant	No mitigation measures required.	Less than Significant
3.4-3 Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant	No mitigation measures required.	Less than Significant
3.4-4 Would the project conflict or obstruct a State or local plan for renewable energy or energy efficiency?	Less than Significant	No mitigation measures required.	Less than Significant
3.4-5 Would the project would in cumulative impacts related to energy conservation and climate change?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Hazards and Hazardous Materials			
3.5-1 Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-2 Would the project have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
3.5-3 Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-4 Would the project 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?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-5 Would the project result in a safety hazard or excessive noise for people residing or working in the project area 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?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-6 Would the project impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-7 Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires?	Less than Significant	No mitigation measures required.	Less than Significant
3.5-8 Would the project result in cumulative impact related to hazards and hazardous materials?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
Hydrology and Water Quality			
3.6-1 Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-2 Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-3 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-4 Would the substantially alter the existing drainage pattern of the site or area which would substantially increase the rate or amount of surface runoff in a manner which would result flooding on- or off-site?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-5 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
create of contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			
3.6-6 Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner that would impede or redirect flows?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-7 Would implementation of the project risk the release of pollutants due to project inundation from a flood, tsunami, or seiche zones?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-8 Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant	No mitigation measures required.	Less than Significant
3.6-9 Would the project result in cumulative hydrology and water quality impacts?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Land Use and Planning			
3.7-1 Would the project physically divide an established community?	No Impact	No mitigation measures required.	No Impact
3.7-2 Would the project cause a significant environmental impact due to a conflict with any	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?			
3.7-3 Would the project result in cumulative land use impacts?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Noise			
3.8-1 Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than Significant	No mitigation measures required.	Less than Significant
3.8-2 Would the project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant	No mitigation measures required.	Less than Significant
3.8-3 Would the project be located within the vicinity of a private airstrip or 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?	Less than Significant	No mitigation measures required.	Less than Significant
3.8-4 Would the project result in cumulative noise impacts?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
Population and Housing			
3.9-1 Would the project induce substantial unplanned population growth in an area, either directly or indirectly?	Less than Significant	No mitigation measures required.	Less than Significant
3.9-2 Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than Significant	No mitigation measures required.	Less than Significant
3.9-3 Would the project result in cumulative considerable population and housing impacts?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Public Services and Recreation			
3.10-1 Would the project result in substantial adverse physical impacts to fire protection services due to the provision of new or physically altered governmental facilities?	Less than Significant	No mitigation measures required.	Less than Significant
3.10-2 Would the project result in substantial adverse physical impacts to police protection services due to the provision of new or physically altered governmental facilities?	Less than Significant	No mitigation measures required.	Less than Significant
3.10-3 Would the project result in substantial adverse physical impacts to schools due to the provision of new or physically altered governmental facilities?	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
3.10-4 Would the project increase the use of existing neighborhood and regional parks or other recreational facilities?	Less than Significant	No mitigation measures required.	Less than Significant
3.10-5 Would the project result in substantial adverse physical impacts to libraries due to the provision of new or physically altered libraries?	Less than Significant	No mitigation measures required.	Less than Significant
3.10-6 Would the project result in a cumulatively considerable impact to public services and recreation?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable
Transportation			
3.11-1 Would the project conflict an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
3.11-2 Would the project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Potentially Significant	No feasible mitigation measures identified.	Significant and Unavoidable
3.11-3 Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than Significant	No mitigation measures required.	Less than Significant
3.11-4 Would the project result in inadequate emergency access?	Less than Significant	No mitigation measures required.	Less than Significant
3.11-5 Would the project result in cumulative transportation impacts?	Potentially Significant	No feasible mitigation measures identified.	Cumulatively Considerable

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
Tribal Cultural Resources			
3.12-1 Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of 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.	Less than Significant	No mitigation measures required.	Less than Significant
3.12-2 Would the project result in cumulative impacts related to tribal cultural resources?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
Utilities and Service Systems			
3.13-1 Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant	No mitigation measures required.	Less than Significant
3.13-2 Would the project have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	Less than Significant	No mitigation measures required.	Less than Significant
3.13-3 Would the project result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Less than Significant	No mitigation measures required.	Less than Significant
3.13-4 Would the project generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than Significant	No mitigation measures required.	Less than Significant
3.13-5 Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	Less than Significant	No mitigation measures required.	Less than Significant

Table ES-1, continued

Impact	Level of Significance without Mitigation	Mitigation Measure	Resulting Level of Significance
3.13-6 Would the project result in a significant cumulative impact related to utilities and service systems?	Less than Significant	No mitigation measures required.	Less than Cumulatively Considerable

ES-8 SUMMARY OF PROJECT ALTERNATIVES

CEQA Guidelines Section 15126.6 requires that an EIR describe a range of reasonable alternatives to a project that could feasibly attain the basic objectives of a project and avoid or lessen the environmental effects of a project. Further, CEQA Guidelines Section 15126.6(e) requires that a "no project" alternative be evaluated in an EIR as well as any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process. Section 5.0, *Alternatives*, of this EIR includes a detailed discussion and a qualitative analysis of alternatives that have been rejected by the City, as well as the following scenarios considered to be feasible alternatives to the project as proposed.

ES-9 ALTERNATIVES TO THE PROPOSED PROJECT

The following alternatives have been identified for analysis in compliance with CEQA: Alternative 1 - No Project/Existing General Plan; Alternative 2 – Dispersed Development.

The No Project/Existing General Plan Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the Eastvale 2040 General Plan would not be adopted, and the land uses and development intensity assumed in the existing 2012 General Plan would be followed.

Under the Eastvale 2040 General Plan, new development would be focused in areas that are either vacant or located in suitable areas with existing land uses and infrastructure that can support more intensive development. This alternative was chosen to provide a counterpoint to the design approach taken in the proposed Eastvale 2040 plan. Rather than emphasizing growth in the identified policy areas, the Dispersed Development Alternative would redistribute density throughout the City. Some of this future growth would occur on the limited available vacant land within the City boundaries. The remainder would occur by changing the existing density/intensity of the assigned land use designation(s).

Table ES-2, *Comparison of Project Alternative Impacts to the Proposed Project*, summarizes the potential impact of each alternative on the environmental resources evaluated in the EIR that were identified as potentially significant as compared to the proposed project.

Table ES-2: Comparison of Project Alternative Impacts to the Proposed Project

Topic	Alternative 1: No Project/Existing General Plan	Alternative 2: Dispersed Development
Air Quality	>	>
Land Use and Planning	<	=
Transportation[1]	>	>

Notes:
= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).
1 Transportation impacts are based upon VMT (not total traffic volume) impacts. Refer to Section 3.11, *Transportation*.

As identified in Table ES-2 and elaborated in Section 5.0, the No Project/Existing General Plan Alternative is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126.6(e)(2), a secondary alternative must be identified if the No Project Alternative is environmentally superior. Therefore, the Dispersed Development Alternative is identified as the environmentally superior alternative. This alternative would have similar significant and unavoidable land use and planning impacts as compared to the proposed project. This alternative would involve greater significant and unavoidable impacts relative to air quality and transportation.

This alternative would meet the majority of the project objectives, including fulfilling the City's 6th Cycle Regional Housing Needs Assessment housing goals by increasing the residential development potential in the project area by 4,173 dwelling units through redesignating land uses through 2040; promoting a variety of housing choices to achieve the City's 6th Cycle Regional Housing Needs Assessment housing goals; and implementing new California State law General Plan requirements. This alternative would also achieve the objectives of enhancing and activating public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront; and creating a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments, but to a lesser degree than would the proposed project.

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1.1 PURPOSE OF THE EIR

The California Environmental Quality Act (CEQA) requires that all State and local agencies consider the potential environmental impacts of projects over which they have discretionary authority. An Environmental Impact Report (EIR) is intended to provide decision-makers and the public with information concerning the potential environmental impacts of a proposed project, possible ways to reduce or avoid the possible significant environmental impacts and identify alternatives to the project. An EIR must also disclose significant impacts that cannot be avoided; growth inducing impacts; effects found not to be significant; as well as significant cumulative impacts of all past, present, and reasonably anticipated future projects.

The City of Eastvale (City) is the Lead Agency under CEQA and is responsible for preparing this Program EIR for the General Plan Update (State Clearinghouse No. 2022080090). This EIR has been prepared in conformance with CEQA (California Public Resources Code Section 21000 et seq.), CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.), and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City. The principal CEQA Guidelines sections governing content of this document are Sections 15120 through 15132 (Contents of Environmental Impact Reports), and Section 15168 (Program EIR).

The purpose of this EIR is to establish existing conditions, analyze potential environmental impacts from implementation of the proposed Eastvale 2040 General Plan (proposed project), and identify mitigation measures, as necessary, to reduce any identified significant environmental impacts. For more detailed information regarding the proposed project, refer to Section 2.0, *Project Description*.

The City, which has the principal responsibility for processing and approving the project, and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process.

Environmental impacts are not always able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant and unavoidable impacts. In accordance with CEQA Guidelines Section 15093(b), if a public agency approves a project that has significant impacts that cannot be mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving the project, based on the Final EIR and any other information in the public record for the project. This is termed, per CEQA Guidelines Section 15093, a “statement of overriding considerations.”

This document analyzes the environmental effects of the Eastvale 2040 General Plan to the degree of specificity appropriate to the current proposed actions, as required by CEQA Guidelines Section 15146. The analysis considers the activities associated with the project to determine the short-term and long-term effects associated with their implementation. This EIR discusses both the direct and indirect impacts of this project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects at a programmatic level.

This EIR has been prepared as a Program EIR in accordance with CEQA Guidelines Section 15168, which states the following:

> (a) General. A program EIR is an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either:
>
> > (1) Geographically,
> >
> > (2) As logical parts in the chain of contemplated actions,
> >
> > (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
> >
> > (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.
>
> (b) Advantages. Use of a program EIR can provide the following advantages. The program EIR can:
>
> > (1) Provide an occasion for a more exhaustive consideration of effects and alternatives than would be practical in an EIR on an individual action,
> >
> > (2) Ensure consideration of cumulative impacts that might be slighted in a case-by-case analysis,
> >
> > (3) Avoid duplicative reconsideration of basic policy considerations,
> >
> > (4) Allow the Lead Agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts, and
> >
> > (5) Allow reduction in paperwork.

(c) Use with Later Activities. Subsequent activities in the program must be examined in the light of the program EIR to determine whether an additional environmental document must be prepared.

(1) If a later activity would have effects that were not examined in the Program EIR, a new Initial Study would need to be prepared leading to either an EIR or a Negative Declaration.

(2) If the agency finds that pursuant to Section 15162, no new effects could occur or no new mitigation measures would be required, the agency can approve the activity as being within the scope of the project covered by the program EIR, and no new environmental document would be required.

(3) An agency shall incorporate feasible mitigation measures and alternatives developed in the program EIR into subsequent actions in the program.

(4) Where the subsequent activities involve site-specific operations, the agency should use a written checklist or similar device to document the evaluation of the site and the activity to determine whether the environmental effects of the operations were covered in the program EIR.

(5) A program EIR will be most helpful in dealing with subsequent activities if it deals with the effects of the program as specifically and comprehensively as possible. With a good and detailed analysis of the program, many subsequent activities could be found to be within the scope of the project described in the program EIR, and no further environmental documents would be required.

(d) Use with Subsequent EIRs and Negative Declarations. A program EIR can be used to simplify the task of preparing environmental documents on later parts of the program. The program EIR can:

(1) Provide the basis in an Initial Study for determining whether the later activity may have any significant impacts.

(2) Be incorporated by reference to deal with regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

(3) Focus an EIR on a subsequent project to permit discussion solely of new effects which had not been considered before.

1.2 INTENDED USES OF THE EIR

The City will use this EIR analysis to focus later CEQA documents prepared for future projects through the use of tiering. PRC Section 21068.5 defines "tiering" as "the coverage of general matters and environmental impacts in an environmental impact report [EIR] prepared for a policy, plan, program, or ordinance followed by narrower or site-specific environmental impact reports [EIRs] which incorporate by reference the discussion in any prior environmental impact report [EIR] and which concentrate on the environmental impacts which (a) are capable of being mitigated, or (b) were not analyzed as a significant impact on the environment in the prior environmental impact report [EIR]."

CEQA Guidelines Section 15152(c) states that when a lead agency is using the tiering process in connection with an EIR for a large-scale planning approval, such as a general plan or component thereof (e.g., an area plan or community plan), the development of detailed, site-specific information may not be feasible and can be deferred, in many instances, to a project-specific CEQA document. For future projects, the City will determine the appropriate CEQA document (e.g., EIR or Negative Declaration) that would evaluate the environmental impacts of the project being proposed at that time. Subsequent environmental documents may incorporate this EIR by reference as a streamlining tool to focus on the site-specific issues related to the particular project (CEQA Guidelines Section 15152).

This EIR identifies General Plan goals and policies and mitigation measures and related performance standards that the City would apply to future projects. In future site-specific review, the City would apply the performance standards set forth in this EIR to confirm that one or more mitigation measures proposed in the EIR would effectively avoid or reduce particular environmental impacts of the future project (CEQA Guidelines Section 15126.4(a)(1)(b)).

1.3 EIR SCOPE, ISSUES, CONCERNS

To determine the scope of this EIR, the City took the following actions:

- Distributed a Notice of Preparation (NOP) for the proposed project to request input from public agencies on the scope of the evaluation to be undertaken in the EIR.
- Held a scoping meeting to request input from public agencies on the scope of the evaluation to be undertaken in the EIR.

The NOP and response letters and scoping meeting summary are provided in Appendix A, *Notice of Preparation and Scoping Documents*.

NOTICE OF PREPARATION OF ENVIRONMENTAL IMPACT REPORT

Pursuant to CEQA Guidelines Section 15082, a NOP was circulated by the California Governor's Office of Planning and Research State Clearinghouse (SCH No. 2022080090) to responsible agencies for a 30-day public review period commencing on August 5, 2022. A public scoping meeting was held on August 16, 2022; however, no public agencies attended.

Written comment letters received during the 30-day NOP public review period are found in Appendix A. They include a total of 8 public agency comment letters and 1 comment submittal from an individual.

Key comments of environmental concern include:

- Air quality analysis and mitigation
- Impacts to biological resources, such as habitat and protected species
- Tribal consultation for future development associated with buildout of the project
- Water needs and conservation
- Traffic control and concerns with traffic light wait times

An Initial Study was not included as part of the CEQA scoping process because an EIR was determined to be the appropriate environmental document, pursuant to State CEQA Guidelines Section 15063.

As a result of the scoping process, the following topics were identified for evaluation:

- Air Quality
- Biological Resources
- Cultural Resources
- Energy and Greenhouse Gases
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems

Other topics determined to have either no impact or a less than significant impact are discussed in Section 4.0, *Effects Found Not to Be Significant*, and listed below.

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Mineral Resources
- Wildfire

ENVIRONMENTAL REVIEW PROCESS

This Draft EIR, with an accompanying Notice of Completion (NOC), is being circulated to the State Clearinghouse, trustee agencies, responsible agencies, other government agencies, and interested members of the public for a 45-day review period in accordance with CEQA Guidelines Sections 15087 and 15105. During this period, public agencies and members of the public may submit written comments on the analysis and content of the Draft EIR. In reviewing a Draft EIR, readers should focus on the sufficiency of the document in identifying and analyzing the possible impacts of the proposed project on the environment and on ways in which the significant effects of the proposed project might be avoided or mitigated.

Comment letters should be sent to:

Gustavo Gonzalez, Community Development Director
City of Eastvale, Community Development Department
12363 Limonite Street, Suite 910
Eastvale, CA 91752
Email: ggonzalez@eastvaleca.gov
Phone: (951) 703-4499

Following the close of the public comment period, a Final EIR will be prepared to respond to all substantive comments related to environmental issues surrounding the proposed project. The Final EIR will be completed prior to the public hearing to consider certification of this EIR and approval of the proposed project.

1.4 REPORT ORGANIZATION

The EIR is organized as follows:

- **Section ES, *Executive Summary***. Summarizes the description and background of the proposed project, addresses the format of this EIR, discusses alternatives, and includes the potential environmental impacts and any mitigation measures identified for the proposed project.

- **Section 1.0, *Introduction*.** Describes the purpose of the EIR, the background of the proposed project, the NOP and scoping process, the use of incorporation by reference, and the EIR certification process.

- **Section 2.0, *Project Description*.** Describes the proposed project and its objectives, the proposed project site and location, approvals anticipated to be included as part of the

project, the necessary environmental clearances for the proposed project, and the intended uses of the EIR.

- **Section 3.0, *Environmental Analysis*.** Contains a detailed environmental analysis of the existing (baseline) conditions, potential project impacts, recommended mitigation measures, and possible unavoidable adverse impacts for the following environmental issue areas:
    - Air Quality (Section 3.1)
    - Biological Resources (Section 3.2)
    - Cultural Resources (Section 3.3)
    - Energy and Greenhouse Gases (Section 3.4)
    - Hazards and Hazardous Materials (Section 3.5)
    - Hydrology and Water Quality (Section 3.6)
    - Land Use and Planning (Section 3.7)
    - Noise (Section 3.8)
    - Population and Housing (Section 3.9)
    - Public Services and Recreation (Section 3.10)
    - Transportation (Section 3.11)
    - Tribal Cultural Resources (Section 3.12)
    - Utilities and Service Systems (Section 3.13)

- **Section 4.0, *Effects Found Not to Be Significant***. Summarizes effects found not to be significant.

- **Section 5.0, *Alternatives*.** Analyzes a reasonable range of alternatives to the proposed project, including the CEQA-mandated "No Project" alternative. The alternatives seek to achieve the basic objectives of the proposed project while reducing potential environmental effects associated with the proposed project.

- **Section 6.0, *Other CEQA Considerations*.** Summarizes the project's significant and unavoidable impacts, energy conservation, and significant irreversible environmental changes. This section also includes a discussion of growth-inducing impacts, analyzing the potential environmental consequences of the foreseeable growth and development that could be induced by implementation of the proposed project.

- **Section 7.0, *Preparers*.** Identifies the preparers of the EIR, including the lead agency.

- **Section 8.0, *References*.** Identifies reference resources used during preparation of the EIR.

- **Appendices.** Contains the project's technical documentation.

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2.1 PROJECT LOCATION

Eastvale is located in the Inland Empire in northwestern Riverside County, California; refer to Exhibit 2.0-1, *Regional Vicinity*. The City is approximately 13 square miles in size and its boundaries extend from Hellman Avenue to the west (the San Bernardino county line), Philadelphia Avenue to the north (also the San Bernardino county line), the Santa Ana River and the City of Norco to the south, and Interstate 15 (I-15) to the east. This "planning area" or "project area" includes all land within the City limits; refer to Exhibit 2.0-2, *Local Vicinity*. Interstate and regional access to the City is provided by I-15, which runs in a north-south direction along the City's eastern boundary, and State Route 60 (SR-60), which bisects the City's northern limits in an east-west direction.

2.2 ENVIRONMENTAL SETTING

Eastvale has been primarily developed with single-family residential homes and commercial shopping centers prior to its incorporation in 2010. As of today, it is estimated that over 90 percent of the City's available lands have already been built, leaving little opportunity for significant new development. Existing on-the-ground development within the City includes 18,396 residential dwelling units and approximately 15,779,566 square feet (362.25 acres) of non-residential uses.

2.3 PROJECT BACKGROUND

The current City of Eastvale General Plan (2012 General Plan) was adopted on June 13, 2012 and consists of the following State-mandated and optional elements:

- Land Use
- Circulation and Infrastructure
- Design
- Economic Development
- Air Quality and Conservation
- Healthy Community
- Housing
- Noise
- Parks, Recreation, and Open Space
- Safety
- Sustainability

The Housing Element was last updated in April 2022 in compliance with the State-mandated 6th Cycle 2021-2029 Regional Housing Needs Allocation (RHNA) for cities within the Southern California Association of Governments (SCAG) region. No changes are proposed to the Housing

Element; however, the zone changes proposed by the updated Housing Element are addressed in this EIR. The land use designations included in the 2012 General Plan Land Use Element are identified on Exhibit 2.0-3, *Existing Land Use Plan*, and in Table 2.0-1, *2012 General Plan Land Use Designations*.

Table 2.0-1: 2012 General Plan Land Use Designations

Land Use[1]	Code	Gross Acres
Low Density Residential	LDR	285.1
Medium Density Residential	MDR	4,187.1
Medium-High Density Residential	MHDR	325.4
High Density Residential	HDR	156.5
Very High Density Residential	VHDR	0
Highest Density Residential	HHDR	10.1
Commercial Retail	CR	370.1
Visitor-Serving Commercial	VC	0
Commercial Office	CO	0
Light Industrial	LI	624.2
Business Park	BP	376.8
Mixed Use Policy Area	MUPA	35.4
Leal Policy Area	Leal	161.3
Public Facility	PF	72.4
Agricultural	AG	122.3
Conservation	OS-C	834.6
Open Space Recreation	OS-R	338.9
Water	OS-W	341.6
Freeway	FWY	169.3
	Total[2]	**8,411.2**

Notes:
1. Nomenclature reflects Existing General Plan terminology.
2. The 2012 General Plan has a greater Total Acreage than the Eastvale 2040 General Plan (proposed project) since the existing 2012 General Plan did not separate right of way as its own land use type.

According to the 2012 General Plan, General Plan buildout was anticipated to result in the development of 17,720 dwelling units, resulting in a population of 61,698 within the planning area. The 2012 General Plan did not expect growth for the City's commercial land uses, which constituted approximately three percent of the City, or office land uses and industrial land uses, which constituted approximately five and eight percent of the City, respectively. Since its adoption over 10 years ago, the City has changed and evolved. As a result, a strategic update to

the 2012 General Plan is warranted to address outdated information, projections, and policy direction.

The Eastvale 2040 General Plan (proposed project) was developed through a process involving community engagement activities, working sessions with City staff, and meetings with various stakeholder groups. To draft the Eastvale 2040 General Plan, a public engagement program solicited input from community members on their vision for the future. Over the past two years, several outreach methods were used, including:

- Community Champion Stakeholder Interviews, which gathered feedback from a diverse set of City of Eastvale community champions;
- Eastvale 2040 General Plan Clear Vision Speaker Series, a series of presentations by experts in the fields of urban planning, community design, community diversity, and economic strategy;
- Explore Eastvale, which invited community members to assess segments of the City's streets using an online survey tool;
- Engage Eastvale, the City's online engagement platform which hosted a number of surveys and forms for community members to provide feedback;
- Community Visioning Workshop, a public workshop designed to reintroduce community members to the Eastvale 2040 General Plan and allow them to provide input on certain focus topics of the General Plan;
- Advisory Circles, four stakeholder meetings held to deliberate on the focus topics of land use, circulation, the Chandler area, as well as open space and conservation;
- Planning Commission and City Council Workshops, which gathered feedback from the City's appointed and elected officials;
- Pop-ups, at local events to provide community members with an impromptu opportunity to provide input on the future of Eastvale; and
- General Plan Open House, a "drop-in" open house where community members could share input on draft plans and map concepts of the key elements in the City's General Plan.

Participants provided positive feedback on elements of Eastvale that work well, ranging from its diversity to its smaller size and sense of community, to the approachability of leadership and amenities such as the river walk and other recreational opportunities.

2.4 STATEMENT OF OBJECTIVES

Pursuant to CEQA Guidelines Section 15124(b), the EIR project description must include a statement of objectives sought by the proposed project. The CEQA Guidelines note that "a clearly written statement of objectives will help the lead agency develop a reasonable range of alternatives to evaluate in the EIR and will aid the decision makers in preparing findings or a statement of overriding considerations, if necessary. The statement of objectives should include the underlying purpose of the project and may discuss the project benefits."

The City's objectives for the Eastvale 2040 General Plan are to:

- Direct future growth in designated focus areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses;
- Preserve Eastvale's suburban character and promote development that embraces the City's diversity, history, and sense of community;
- Enhance and activate public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront;
- Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments;
- Increase residential development potential to meet regional housing needs;
- Promote a variety of housing choices to achieve the City's 6th Cycle Regional Housing Needs Assessment housing goals; and
- Implement new California State law General Plan requirements.

2.5 PROJECT CHARACTERISTICS

California State law requires each city and county to adopt a comprehensive, long-term General Plan. The General Plan is the official policy statement of the City for use by the Council to guide private and public development in the City, as well as the City's own operations and decisions. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Code, individual project proposals, and other related plans and City ordinances must be consistent with the goals and policies in this General Plan.

The General Plan projects conditions and needs into the future as a basis for determining long-term objectives and policies and shorter-term decision making, budgeting and prioritization of

implementation programs. The General Plan is considered "long-term" since it looks 20 years or further into the future. The City's current General Plan was adopted in 2012. As such, the City is undertaking the development of a new General Plan known as Eastvale 2040 to help guide future development and plan for future needs for services in the City. This section of the EIR only summarizes relevant Eastvale 2040 General Plan components. The proposed General Plan Update (Eastvale 2040 General Plan) is an inherent companion document to this EIR as it constitutes the full extent of the project. The Eastvale 2040 General Plan and its supporting documentation are available on the City's website at: https://www.eastvaleca.gov/our-city/what-s-new/eastvale-2040.

The vision for the Eastvale 2040 General Plan is:

> *"Eastvale is an innovative and family-friendly city with an abundance of diverse entertainment, recreation, arts, mobility, housing, education, and business opportunities that, combined with its small-town character, makes it a coveted hub in the region. The close-knit community honors its roots as it fosters sustainable economic growth for future generations."*

2.5.1 General Plan Update Components

The Eastvale 2040 General Plan will update all the state-required General Plan elements, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. The Eastvale 2040 General Plan also addresses urban design, environmental justice, economic development, public health, and sustainability. As a matter of information, on June 21, 2022, the State Department of Housing Community and Development found the Eastvale 2021-2029 Housing Element update consistent with State law; thus, no changes are proposed to the Housing Element.

Major components of the Eastvale 2040 General Plan include:

- Update existing conditions, with year 2022 serving as the baseline year.
- Update the General Plan development projections to the year 2040, the Eastvale 2040 planning period.
- Reorganization of the State-mandated General Plan elements into the following Eastvale 2040 General Plan subsections:
    - Partnerships and Collaboration
    - Built Environment

  - Nature and Conservation
  - Implementation

- Update the Land Use Element and Land Use Map with new land use designations and policy areas.
- Update existing General Plan Elements to reflect current conditions and new development projections.
- Add, delete, or modify existing General Plan Element goals and policies.

2.5.2 General Plan Update Elements

The Eastvale 2040 General Plan takes the State-mandated general plan requirements and divides them into the following major sections:

- *Partnerships and Collaboration*. Recognition that Eastvale must partner with community and business groups, faith-based organizations, and local and regional agencies to achieve its vision. This section starts the environmental justice discussion, an important theme of the Eastvale 2040 General Plan that carries through each section.
- *Built Environment*. As the City is largely developed, this section introduces the land use and housing element requirements of state law and introduces focus areas that are expected to be the area of growth for the next 20 years and means of protection of established neighborhoods. The built environment also addresses the mobility element, recognizing the role of the automobile in Eastvale, while developing other mobility options.
- *Nature and Conservation*. While most of the City is suburban in design, opportunities exist to connect to the Santa Ana River and extend the connections throughout the City. This section includes the required *open space*, *conservation*, *safety*, and *noise* elements. Eastvale has a fantastic opportunity for trails, interpretive centers, rewilding parts of the Santa Ana River, and developing a "grand" park. Connecting the City to the river is an exciting goal of the Eastvale 2040 General Plan.
- *Implementation*. Realizing the vision of the Eastvale 2040 General Plan will require actions ranging from changes to Municipal Code, to partnering with other agencies. The implementation section is not an exhaustive "to-do" list for implementing the Eastvale 2040 General Plan, but rather a means of prioritizing efforts needed to realize the vision.

Each section is divided into chapters that focus on a topic area important to the City. Each chapter follows the same format:

- *Introduction*. A brief explanation of what the chapter will address.
- *Eastvale Essence*. A short summary of the intent of the chapter and how it relates to the rest of the Eastvale 2040 General Plan.
- *Requirements*. A summary of the legal requirements for each topic area.
- *Big Ideas*. The "big ideas" gathered from project scoping that inform the chapter are explained, along with any connectivity to other chapters or topics.
- *Key Points*. Some topics are easily described in one or two paragraphs, while other topic areas require a bit more discussion. The intent of the key point discussions is to support the goals in each chapter.
- *Goals and Policies*. The goals and policies provide support for development codes and standards, as well as provide guidance to decision makers.

Each Eastvale 2040 Element has a specific purpose and focus, as described below. Together, they present a consistent policy platform, as required by law. No single element or subject supersedes any other, and all are internally consistent.

Housing Element

The Housing Element presents the City of Eastvale's goals, quantified objectives, and policies relative to the development, improvement, and maintenance of housing within the incorporated areas of the City, during the period of 2021 to 2029.

The Housing Element's goals, objectives, policies, and programs aim to ensure that the housing inventory of Eastvale is available, adequate, and affordable. A summary of the element is included in the Eastvale 2040 General Plan, while the entirety of the 2021-2029 Housing Element can be found in Volume 2 of the General Plan.

Land Use Element

The purpose of the Land Use Element is to provide a long-range guide for the physical development of the City, reflecting the community's vision for a high quality of life through the built environment. This chapter identifies the range of allowed land uses in the City and designates where they are to be located. Land is finite and a valuable resource – its use dictates the City's economic and fiscal future, which in turn results in City amenities and services that are provided to residents.

The Land Use Element, and in particular the Land Use Map, describe both the type of development the community expects over time and where that development should occur. Different uses of the land such as housing, offices, or stores are assigned standards such as housing units per acre, or a ratio of floor square footage to parcel size, so that the approximate size and extent of future development can be predicted. While not all of the standards are absolute, the descriptions in this element can be used to determine the number of new people and jobs expected in the next planning horizon. These estimates are then used to determine what services are needed.

Much of Eastvale is fully developed and is not expected to change significantly over the planning horizon. Established residential neighborhoods will remain as they exist today. However, there are three main areas of the city that are yet to develop: Downtown Eastvale, Chandler Area, and Riverfront. These areas each offer an opportunity to bring unique and creative land uses that will usher Eastvale into the next phase of its history.

Land Use Plan

The Eastvale 2040 General Plan Land Use Map identifies the type, location, and density/intensity of future development within the City; refer to Exhibit 2.0-4, *Proposed Land Use Plan*. The proposed land use plan assigns all land in the City of Eastvale to one of the 14 land use designations that are organized into four place types as described below.

Neighborhood

The Neighborhood place types represent the neighborhoods of Eastvale. Residential uses comprise most of the City. Each residential place type designation includes a range of allowable densities, calculated as the number of dwelling units allowed per net acres (units/acre). The maximum density represents a potential maximum number of residential units that could be achieved based on the provisions of both the General Plan and Zoning Code. Each residential place type also includes a minimum density.

Residential - Very Low (R-VL)

The intent of this designation is to respect the existing residential homes on larger lots. In addition to single-family homes, this designation also allows for the keeping of animals and limited agriculture. Preferred uses and development standards include:

- Single-family housing less than 4 units/acre
- Keeping of animals and limited agriculture
- Parks, trails, and other compatible public uses

- Buildings limited to two stories in height

Residential - Low (R-L)

This designation encompasses the more traditional detached and attached single-family homes, but also allows for other forms of single-family up to eight (8) units per acre, including cluster homes, patio homes, and other single-family detached and attached configurations. Townhomes are also allowed in this category up to 8 units per acre. Preferred uses and development standards include:

- Detached and attached single-family housing from 4.1 to 8 units/acre
- Parks, trails, schools, and other compatible public uses
- Buildings limited to two stories in height

Residential - Moderate (R-M):

This designation provides for single-family detached and attached housing, including small-lot single- family homes, duplexes, triplexes, cluster homes, patio homes, townhomes, and other detached and attached configurations. Also provides for multifamily housing including courtyard housing, and stacked flats up to 20 units per acre. Preferred uses and development standards include:

- Single-family and multi-family homes from 8.1 to 20 units/acre
- Parks, trails, schools, and other compatible public uses
- Buildings limited to three stories in height

Residential – High (R-H)

The intent of this designation is to allow for a range of multi-family housing types (either for-sale or for-rent) including motor-courts, green-courts, stacked flats, and other configurations up to 40 units per acre. It is suitable as a buffer use between less intense neighborhoods and commercial areas. This housing designation is only allowed within two of the of the Policy Areas – the Downtown West and Downtown East Policy Areas. Site design and building design should contribute to walkable streets by incorporating pedestrian-oriented building frontages. Preferred uses and development standards include:

- Multi-family residential from 20.1 to 40 units/acre
- Usable common and private open space

- Internal and external pedestrian connectivity to provide convenient access to the street and adjacent uses
- Parks, trails, schools, daycare, and other compatible public uses
- Buildings limited to six stories in height

Employment

The land use place types that constitute the employment uses include commercial retail centers, industrial areas, and office uses. Development intensity for non-residential areas is defined by Floor Area Ratio (FAR), which is the ratio of total gross floor area of all buildings on a lot compared to the total area of that lot. Higher FARs generally indicate larger buildings and/or more stories. The driver in determining FAR is the amount of parking that is required and how that parking is satisfied on a site (either surface parking, in a structure, or underground). Each of the employment place types are defined below.

Commercial Retail (CR)The Commercial Retail designation provides for highly visible and accessible retail, services and dining opportunities along arterial corridors that serve the needs of residents locally and in surrounding communities. These centers also support nearby businesses and employees. Typical uses also include public uses (e.g., City Hall), cultural and entertainment uses, professional offices, and hospitality services.

Development standards include:

- Development intensity or FAR of 0.25 – 0.50
- Maximum height of 50 feet, with certain exemptions per the Zoning Code
- Design for internal walkability between uses and for easy pedestrian access from surrounding residential neighborhoods

Industrial Flex (IF)

The Industrial Flex designation provides for light or limited industrial and manufacturing activities where operations are typically enclosed in a structure and limited exterior storage or operations are fully screened from public view. Exceptions would include commercial nursery or agricultural operations. This designation is also suitable for employee-intensive uses, such as corporate offices, research and development, and technology centers with supporting retail uses. It also provides a suitable location for start-up businesses, recreational businesses, and “maker” spaces for breweries, arts & crafts, clothing, food, and similar small-scale industries. Adaptive re-use of older industrial buildings to accommodate the broader mix of uses allowed is encouraged.

Development standards include:

- Development intensity or FAR from 0.25 – 0.60
- Maximum height of 40 feet

Business – Professional (B-P)

The Business-Professional designation provides for employee-intensive uses, including research and development, technology centers, medical facilities, corporate and professional office uses, "clean" industry, and supporting retail uses. This place type also provides a suitable location for innovative start-up businesses and creative design offices in the arts, engineering, media, among others. Maker spaces for breweries, arts & crafts, clothing, food, and similar small-scale industries is also allowed.

- Development standards include:
- Development intensity or FAR from 0.25 – 0.60
- Maximum height of 75 feet

Open Space

The land use place types that constitute the Open Space category apply to land and water areas that are generally undeveloped or developed with very low-intensity uses. Depending on their function, the open space place types may be used for passive or active recreation, conservation, or flood control.

Water (W)

The Water designation applies to natural, man-made, and altered water courses, including the Santa Ana River, stream channels, and flood control facilities. The purpose is to designate the location of a water course and ensure that special policies associated with surrounding open space or habitat protection are considered. There is no development allowed within the Water designation, other than flood control facilities as deemed necessary by the governing agency.

Open Space – Recreation (OS-R)

The Open Space – Recreation designation is intended to provide for and preserve publicly owned land for passive and active recreational uses including parks, trails, and athletic fields. In addition to the neighborhood parks in Eastvale, it has also been applied to the electric utility easement on the north end of the City where trails and landscaping are allowed with the approval of the utility company. This designation may also be applied to private outdoor recreation facilities. Land within the Open Space – Recreation designation can be subject to occasional flooding.

Riverfront Policy Area (RF-PA)

The Riverfront Policy Area provides for the conservation of natural resource areas including watersheds, habitat areas and corridors, and areas within flood zones. It also aims to activate the entire interface of the Santa River with various recreational uses to take full advantage of this unique natural asset. This category has been applied to the Santa Ana River watershed, associated habitat areas, and parcels prone to flooding and owned by the Flood Control District. Potential uses within the Riverfront Policy Area include athletic fields, trails, and other types of recreation uses subject to the approval of the Flood Control District. In addition, agriculture may be an appropriate use, if allowed, on flood control land along Hellman Avenue.

Unique

The land use place types within the Unique category encompass four policy areas where there are opportunities for new development to take place over time. Two of the policy areas are currently vacant (Downtown West and Citrus), while the other two have the potential to transition with infill development (Downtown East and Chandler Area). Each policy area requires additional study – either through a future Specific Plan or similar planning/regulatory tool.

Below is the General Plan guidance for the focus areas. The guidance includes the mix of land uses envisioned, maximum density and intensity standards, and design direction.

Downtown West Policy Area

The Downtown West Policy Area is part of a 153.1-acre area along Limonite that is envisioned as the center piece of Eastvale's future downtown. The property, located at the northwest intersection of Limonite and Hamner Avenues is intended to provide for a range of housing, retail, restaurants, hospitality, entertainment, and civic uses in a walkable urban environment. The property may also be suitable for a satellite college or university campus, or medical related uses. A range of housing types between 20.1 and 40 dwelling units per acre is allowed, with a minimum requirement of 2,500 units. Non-residential uses can range from 0.25 to 1.5 FAR.

At the heart of Downtown West is a 16.5-acre area at the corner of Limonite and Hamner Avenues. In May 2022, the City Council approved a Development Agreement between The New Home Company and the City to designate the 16.5-acre area under an option agreement for development of a city hall building, outdoor amphitheater and civic park area, police station, library, hotel, office uses, and a variety of restaurants and retail uses totaling 495,000 square feet. Detailed planning and development of the entire Downtown West Policy Area is guided by the adopted Leal Master Plan.

Downtown East Policy Area

The Downtown East Policy area is located across Hamner Avenue to the east of the Downtown West Policy Area and includes three existing shopping centers including the Cloverdale shopping center, Eastvale Gateway North shopping center, and Eastvale Gateway South shopping center. This community commercial center has an abundance of parking that could accommodate new residential development. The intent is to allow for a transition to an integrated, walkable, mixed-use environment for commercial retail and services, entertainment, and residential uses, along with a variety of public open space amenities.

Looking south across Limonite Avenue, is a vacant, 20-acre parcel of land that is at the main entrance to the City from I-15. This important site is proximate to shopping, entertainment, and services, as well as transit. The area is intended to become a mix of low-moderate housing up to 40 dwelling units per acre on the southern half of the parcel, with commercial and office uses on the northern half of the site up to 1.5 FAR.

While a specific plan may be considered for the Downtown East Policy area, the Eastvale 2040 General Plan already provides for the ability of these sites to develop with mixed-use. Because of these sites being located near I-15, it is likely that design considerations will be needed to protect against noise and diesel emissions associated with the Interstate.

Chandler Policy Area

The Chandler Policy Area, named for the roadway that forms its southern boundary, is one of two areas of Eastvale that provided housing for dairy workers until the late 1990s when many of the dairies began relocating outside of Eastvale. The Chandler Policy Area contains a mix of land uses that reflect the community's agricultural heritage, including homes on large lots, agriculture-related businesses, horse corrals, barns, and farm animals. The western boundary of this area is formed by land owned by the Orange County Flood Control District (OCFCD) and is not available for development; however, open space and some urban agricultural use could be allowed. The OCFCD is the lead agency appointed by the U.S. Army Corps of Engineers to manage the improvements at Prado Dam and its effect on communities upstream from the dam.

The Chandler Policy Area encourages a broader mix of low-intensity uses, that are compatible with the rural character of the area. The businesses could have housing or offices above them in the same building, or in a separate building nearby. Toward the west where the flooding restricts development potential, agricultural businesses that could farm the land are encouraged. The area is envisioned to allow maker spaces for incubator businesses, artisans, and craft restaurants and breweries. The open space nearby could also be used for festivals and gatherings celebrating the diversity of the community. An important aspect of development in the Chandler Area will be to respect and support the continuation of the existing agricultural and residential uses. A

specific plan will be required to guide how new residential and non-residential development can occur sensitively and in a way that creates a unique place in the City. New residential will be allowed up to 20 dwelling units per acre, with a minimum project size of 2 acres. Non-residential uses can range up to 0.35 FAR, also with a 2-acre minimum size project.

Citrus Policy Area

The Citrus Policy Area serves as one anchor to the improved Santa Ana River trail and adjacent recreation amenities. A goal of the Eastvale 2040 General Plan is to enhance the river with more trails, recreational opportunity, and rewilding. While some of the Citrus Policy Area will accommodate senior housing, most of this area is in the floodplain and unlikely to have more than recreational uses. Working with Jurupa Community Services District (JCSD), the plan is to expand recreational activities, river access, and improve the quality of the riparian area along the Santa Ana River. As a focal point for the river, the Citrus Policy Area will serve as a trail hub, informational site, and be truly integrated into the Santa Ana River Trail. This Policy Area also includes approximately 20 acres of land owned by the City and should support and be integrated with the recreation and community-serving uses in this area. Visitor-serving uses, including a hotel, could be accommodated in this area. The Citrus Policy Area on the east will balance the 'grand park' proposed in the west along Hellman Avenue. The Santa Ana River will connect the two, as will existing and new trails and pathways through the City.

Noise Element

The Noise Element guides the location of future planned noise-sensitive land uses and considers noise exposure when placing facilities that generate significant volumes of noise. For purposes of the Noise Element, "noise-sensitive areas and uses" include residential areas, parks, schools, places of worship, churches, hospitals, and long-term care facilities. It is also important that noise generating uses from industry and commerce be protected from incompatible noise sensitive uses.

Specific topics addressed in the Noise Element include:

- Noise Environment and Measurements;
- Transportation Noise Sources;
- Fixed Noise Sources; and
- Vibration.

Open Space and Conservation Element

The amount and quality of open space defines the character of a community. The City enjoys many parks, and roughly four miles of frontage along the Santa Ana River. The continued stewardship of these resources is important to maintaining the quality of life in Eastvale as the City grows. This chapter of the Eastvale 2040 General Plan sets goals and direction for both open space and conservation of natural resources. Conservation also includes stewardship air and water, and the other essential elements to life. This chapter includes high level policies that address these issues and ensure that land use decisions are made with the environment of Eastvale in mind.

Partnerships and Collaboration Element

Eastvale is surrounded by four other cities and is situated at the western edge of Riverside County, bordered by San Bernardino County. Success for Eastvale needs the partnership and collaboration of others. Examples include the partnership with Western Riverside Council of Governments (WRCOG) for regional transportation planning, Orange County Flood Control for use of land that will someday become the "grand park," and the Santa Ana River Conservancy that will help Eastvale activate the riverfront. This chapter includes policies that continue longstanding collaboration and open the door for new partnerships.

Safety Element

The Safety Element is a state-mandated General Plan element that must identify potential natural and human-created hazards that could affect the City's residents, businesses, and services. The purpose of the Safety Element is to establish a framework that anticipates these hazards and prepares the community to minimize exposure to these risks.

Mobility Element

The purpose of the Mobility Element is to provide a long-range guide for providing transportation options that support the community's vision for a sustainable, healthy community. This chapter identifies the range of transportation options that include walking, bicycling, micro-mobility, driving and riding transit. Creating a network of integrated roads, trails, sidewalks, and bicycle facilities is essential to reducing emissions and improving air quality, creating safe and healthy streets, and connecting the community to activity centers and resources.

2.5.3 General Plan Update Growth and Assumptions

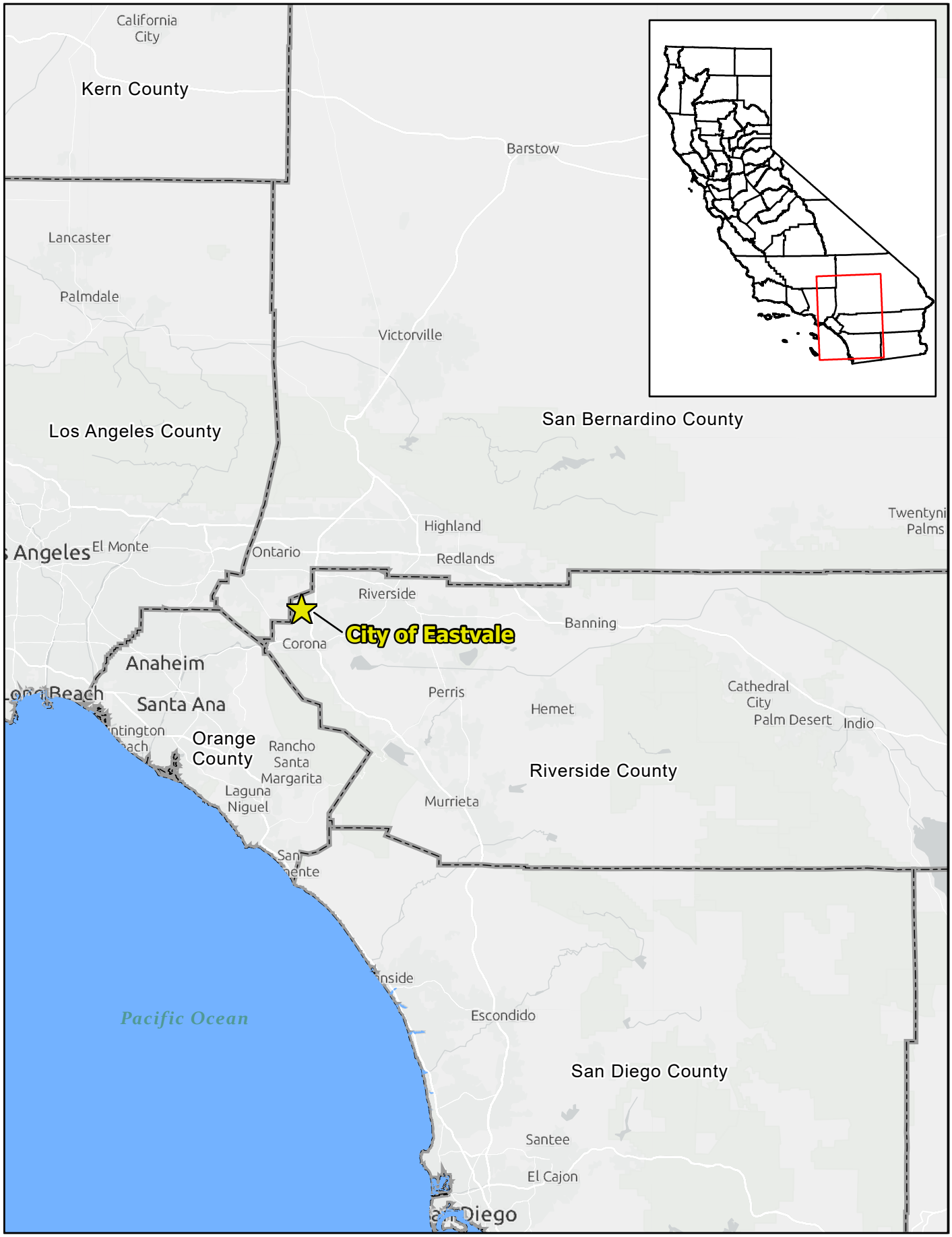
The projected future development intensity and density identified in Table 2.0-2, *Eastvale 2040 General Plan Development Potential*, is based upon existing and historical development, as well as reasonably anticipated development.

Table 2.0-2: Eastvale 2040 General Plan Development Potential

	Land Use	Land Use Code	Maximum		Assumed		Vacant Acres	Estimated Dwelling Units	Estimated Non-Residential Square Feet	Population Gain
			DU/Acre	FAR	DU/Acre	FAR				
Neighborhood	Single Family - Very Low	SF-VL	< 4	--	2	--	0.0	0	--	0
	Single Family - Low	SF-L	4.0-8.0	--	5	--	90.4	452	--	1,771
	Single Family - Moderate	SF-M	8.1-20	--	15	--	20.9	314	--	1,232
	Multi Family - Low-Moderate	MF-LM	20.1-40	--	25	--	0.0	0	--	0
Employment	Commercial Retail	CR	--	0.25-0.5	--	0.5	79.4	--	1,728,284	--
	Industrial Flex	IF	--	0.25-0.6	--	0.6	56.8	--	1,483,536	--
	Business - Professional	B-P	--	0.25-0.6	--	0.6	73.5	--	1,921,889	--
Open Space	Water	W	--	--	--	--	275.7	--	--	--
	Open Space - Recreational	OS-R	--	--	--	--	40.4	--	--	--
	Riverfront Policy Area	RF-PA	--	--	--	--	1,231.1	--	--	--
Unique	Downtown West Policy Area	DW-PA	--	0.25-1.5	--	1.5	153.1	2,500	495,000	9,800
	Chandler Policy Area	CH-PA	8.1-20	0-0.35	20	0.35	39.4	332	180,050	1,301
	Downtown East Policy Area	DE-PA	20.1-40	0.25-1.5	40	1.5	19.7	496	963,438	1,944
	Citrus Policy Area	CS-PA	8.1-20	0-0.35	20	0.35	24.9	79	227,762	310
	Right-Of-Way	ROW	--	--	--	--	70.9	--	--	--
						Totals	***2,176.1***	***4,173***	***6,999,959***	***16,358***

Table 2.0-2 summarizes the net growth anticipated by the proposed project. As indicated, the anticipated growth over existing (2022) conditions is 4,173 additional dwelling units and 6,999,959 additional square feet of non-residential uses based upon historical development patterns in the City and the reasonably assumed development intensities and densities identified in Table 2.0-2. This would result in a population increase of 16,358 persons through 2040.

As previously stated, no changes are proposed to the Housing Element, as it has recently been updated. The proposed Land Use Plan would not impact the City's housing opportunity sites. The growth assumptions under the General Plan Update account for the potential development of housing to accommodate the City's RHNA requirements and recently adopted Housing Element.



0 5 10 20 Miles

SOURCE: CITY OF EASTVALE, ESRI

EASTVALE 2040 GENERAL PLAN EIR

Regional Vicinity

Exhibit 2.0-1

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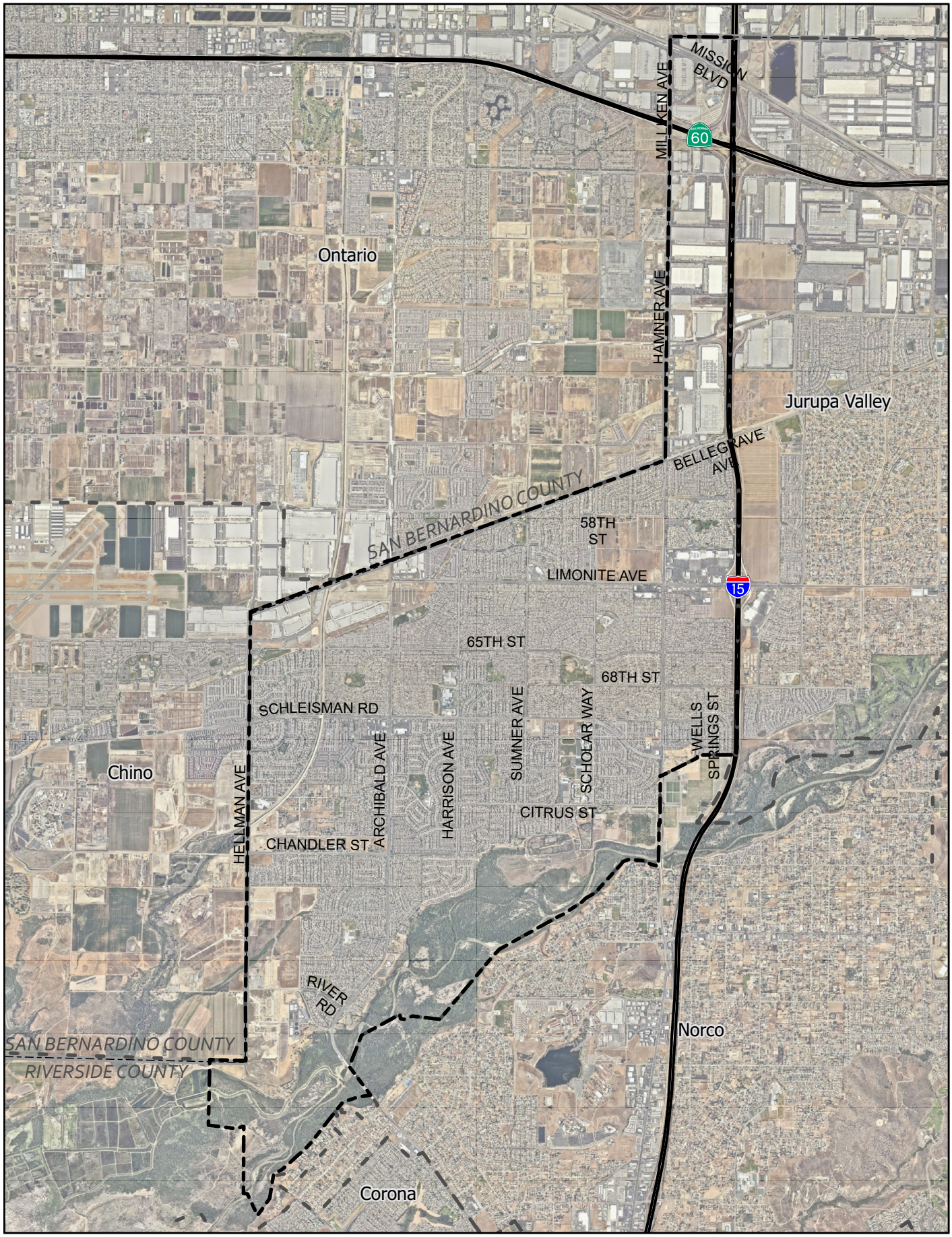

EASTVALE 2040 Envision Our Future

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, NEARMAP

EASTVALE 2040 GENERAL PLAN EIR

Local Vicinity

Exhibit 2-2

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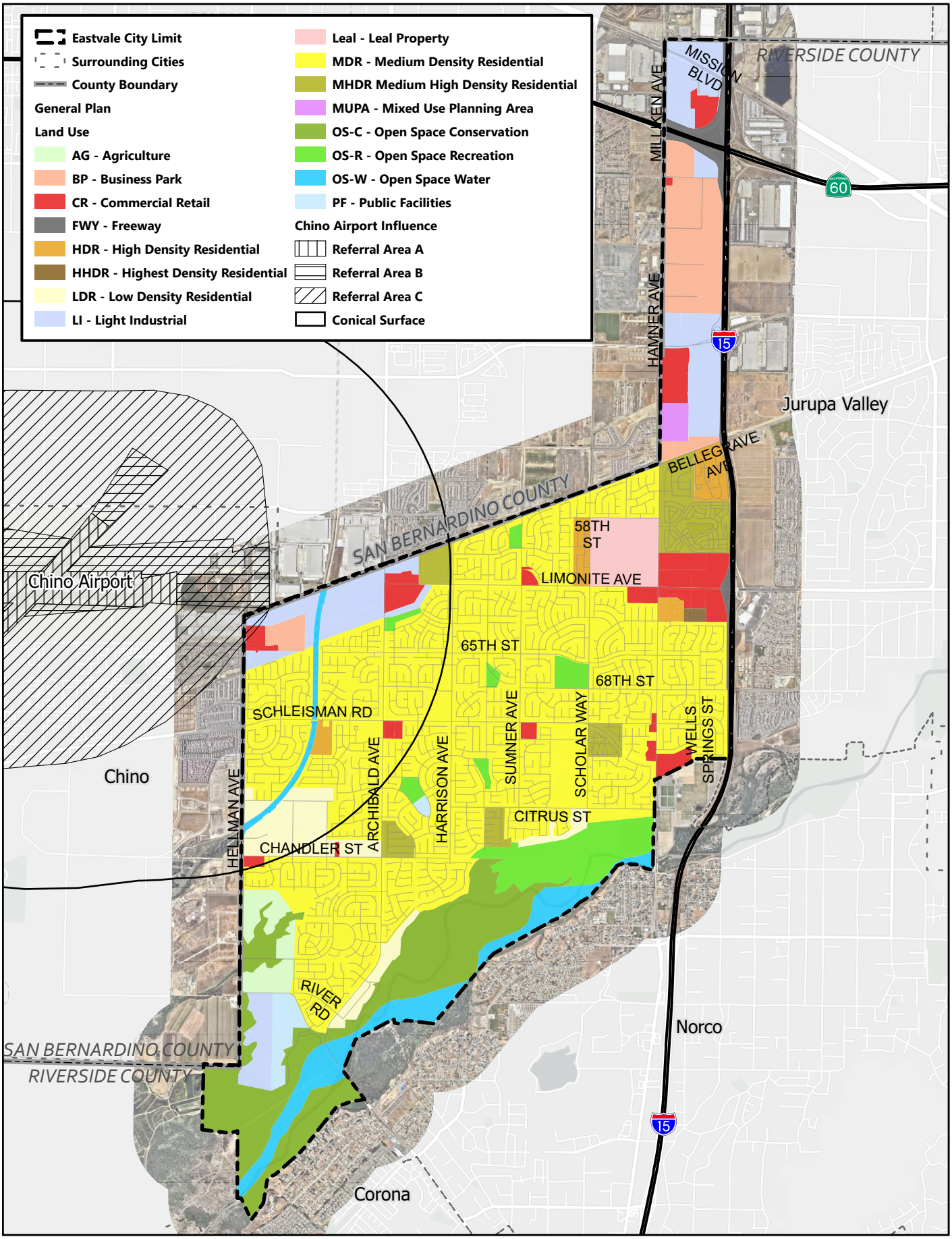

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE 2040 GENERAL PLAN EIR

Existing Land Use Plan

Exhibit 2-3

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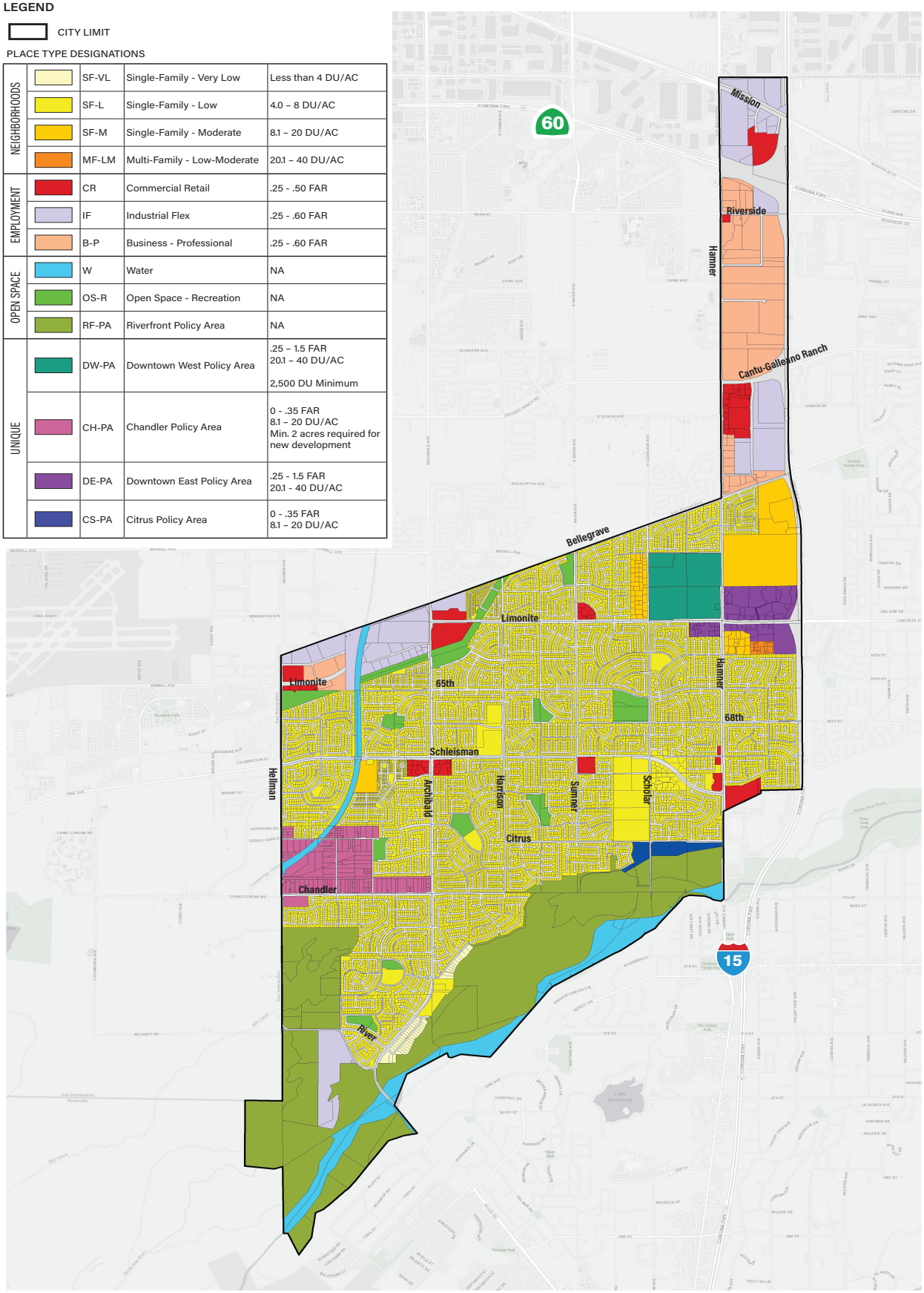
LEGEND

CITY LIMIT

PLACE TYPE DESIGNATIONS

NEIGHBORHOODS		SF-VL	Single-Family - Very Low	Less than 4 DU/AC
		SF-L	Single-Family - Low	4.0 – 8 DU/AC
		SF-M	Single-Family - Moderate	8.1 – 20 DU/AC
		MF-LM	Multi-Family - Low-Moderate	20.1 – 40 DU/AC
EMPLOYMENT		CR	Commercial Retail	.25 - .50 FAR
		IF	Industrial Flex	.25 - .60 FAR
		B-P	Business - Professional	.25 - .60 FAR
OPEN SPACE		W	Water	NA
		OS-R	Open Space - Recreation	NA
		RF-PA	Riverfront Policy Area	NA
UNIQUE		DW-PA	Downtown West Policy Area	.25 – 1.5 FAR 20.1 – 40 DU/AC 2,500 DU Minimum
		CH-PA	Chandler Policy Area	0 - .35 FAR 8.1 – 20 DU/AC Min. 2 acres required for new development
		DE-PA	Downtown East Policy Area	.25 - 1.5 FAR 20.1 - 40 DU/AC
		CS-PA	Citrus Policy Area	0 - .35 FAR 8.1 – 20 DU/AC



EASTVALE 2040 Envision Our Future

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE 2040 GENERAL PLAN EIR

Proposed Land Use Plan

Exhibit 2-4

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APPROACH TO ENVIRONMENTAL ANALYSIS

Sections 3.1, *Air Quality*, through 3.13, *Utilities and Service Systems*, of this Environmental Impact Report (EIR) contain discussions of existing conditions, impact thresholds, and project impacts (including direct/indirect, short-term/long-term, and cumulative). Mitigation measures are identified for significant impacts along with a determination of whether the measures would reduce those impacts to less-than-significant levels. The EIR sections listed below examine the relevant environmental topics from the *Guidelines for Implementation of the California Environmental Quality Act* (CEQA Guidelines), as determined through the EIR scoping process (see Appendix A, *Notice of Preparation*).

- 3.1 Air Quality
- 3.2 Biological Resources
- 3.3 Cultural Resources
- 3.4 Energy and Greenhouse Gases
- 3.5 Hazards and Hazardous Materials
- 3.6 Hydrology and Water Quality
- 3.7 Land Use and Planning
- 3.8 Noise
- 3.9 Population and Housing
- 3.10 Public Services and Recreation
- 3.11 Transportation
- 3.12 Tribal Cultural Resources
- 3.13 Utilities and Service Systems

The following environmental issue areas are addressed in Section 4.0, *Effects Not Found to Be Significant*:

- Aesthetics
- Agriculture and Forestry Resources
- Geology and Soils
- Mineral Resources
- Wildfire

Each environmental issue/section is organized into subsections, as follows:

- "Environmental Setting" describes the physical environmental conditions in the project vicinity that may influence or affect the issue under investigation, from both a local and regional perspective. For purposes of the Eastvale 2040 General Plan and this EIR, baseline conditions are 2022 when existing conditions were identified to support and inform the Eastvale 2040 General Plan. The environmental setting constitutes the baseline physical conditions from which the degree of change is measured and determination of significance is made.

- "Regulatory Framework" identifies and summarizes the laws, ordinances, regulations, and standards that apply to the project, at the local, State, and Federal levels, as they exist at the time the Notice of Preparation (NOP) is published.

- "Standards of Significance" provides the thresholds that are the basis of conclusions of significance. Primary sources used in identifying the thresholds and criteria include CEQA Guidelines Appendix G (California Code of Regulations, Sections 15000 – 15387); local, State, Federal, or other standards applicable to an impact category; and officially adopted significance thresholds. "…An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting" (CEQA Guidelines Section 15064[b]). Principally, "…a substantial or potentially substantial adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise and objects of historic and aesthetic significance" constitutes a significant impact (CEQA Guidelines Section 15382).

- "Project Impacts and Mitigation" evaluates the project's environmental impacts in consideration of all phases, including planning, development, and operation. This subsection also discusses the potential changes to the existing physical environmental conditions, which may occur if the proposed project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. Potential direct and reasonably foreseeable indirect effects are considered. The exact magnitude, duration, extent, frequency, range, or other parameters are ascertained, to the extent possible, to determine their significance.

  The project's environmental effects are categorized as either "less than significant" or "potentially significant impact." For the less than significant category, a brief discussion is provided of the reasons that the project's possible significant effects were found not to be significant. For the potentially significant category, the discussion identifies and focuses on the project's significant environmental effects. The project's direct and

indirect significant environmental effects are clearly identified and described, giving due consideration to both the short- and long-term effects.

The "Mitigation Measures" are project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.

The "Level of Significance" presents the significance determination. This statement identifies which impacts would remain after the application of mitigation measures and whether the remaining impacts are or are not considered significant. When impacts, despite the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as "significant unavoidable impacts."

- "Cumulative Impacts" describes potential environmental changes to the existing physical conditions that may occur as a result of the proposed project together with all other reasonably foreseeable, planned, and approved future projects producing related or cumulative impacts. A cumulative impact analysis is provided for those thresholds that result in a less than significant, potentially significant, or significant unavoidable impact. A cumulative impact analysis is not provided for Effects Found Not to be Significant, which result in no project-related impacts or less than significant impacts.

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The purpose of this section is to describe the existing regulatory setting and environmental conditions concerning air quality and identify potential impacts that could result from project implementation. Information in this section is based on the air quality emission modeling data prepared by Michael Baker International (June 2023); refer to Appendix B, *Air Quality, Energy and Greenhouse Gas Data*.

ENVIRONMENTAL SETTING

Air quality and dispersion of air pollution in an area is determined by such natural factors as topography, meteorology, and climate, coupled with atmospheric stability. The factors affecting the dispersion of air pollution with respect to the air basin are discussed below.

Climate

The California Air Resources Board (CARB) divides the State into 15 air basins that share similar meteorological and topographical features. The project is within the South Coast Air Basin (SCAB; Basin), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino counties, and all of Orange County. The SCAB is on a coastal plain with connecting broad valleys and low hills, bounded by the Pacific Ocean on the southwest and high mountains forming the perimeter's remainder.[1] Air quality in this area is determined by natural factors such as topography, meteorology, and climate, in addition to the presence of existing air pollution sources and ambient conditions.

The SCAB is part of a semi-permanent high-pressure zone in the eastern Pacific. As a result, the climate is mild and tempered by cool sea breezes. This usually mild weather pattern is occasionally interrupted by periods of extreme heat, winter storms, and Santa Ana winds. The annual average temperature throughout the 6,645-square-mile SCAB ranges from low 60 to high 80 degrees Fahrenheit with little variance. With more oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas.

Contrasting the steady pattern of temperature, rainfall is seasonally and annually highly variable. Almost all annual rainfall occurs between the months of November and April. Summer rainfall is reduced to widely scattered thundershowers near the coast, with slightly heavier activity in the east and over the mountains.

[1] South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993.

Although the SCAB has a semiarid climate, the air closer to the Earth's surface is typically moist because of the shallow marine layer's presence. Except for occasional periods when dry, continental air is brought into the SCAB by offshore winds, the "ocean effect" is dominant. Periods of heavy fog are frequent and low clouds known as high fog are characteristic climatic features, especially along the coast. Annual average humidity is 70 percent at the coast and 57 percent in the SCAB's eastern portions.

Wind patterns across the SCAB are characterized by westerly or southwesterly onshore winds during the day and easterly or northeasterly breezes at night. Wind speed is typically higher during the dry summer months than during the rainy winter. Between periods of wind, air stagnation may occur in both the morning and evening hours. Air stagnation is one of the critical determinants of air quality conditions on any given day. During winter and fall, surface high-pressure systems over the SCAB, combined with other meteorological conditions, result in very strong, downslope Santa Ana winds. These winds normally continue for a few days before predominant meteorological conditions are reestablished.

The mountain ranges to the east affect the diffusion of pollutants by inhibiting the eastward transport of pollutants. The SCAB's air quality generally ranges from fair to poor and is similar to air quality in most of coastal Southern California. The entire region experiences heavy concentrations of air pollutants during prolonged periods of stable atmospheric conditions.

In addition to the characteristic wind patterns that affect the rate and orientation of horizontal pollutant transport, two distinct types of temperature inversions control the vertical depth through which air pollutants are mixed. These inversions are the marine inversion and the radiation inversion. The height of the inversion's base at any given time is called the "mixing height." The combination of winds and inversions is a critical determinant leading to the SCAB's highly degraded air quality in the summer and generally good air quality in the winter.

Local Ambient Air Quality

CARB monitors ambient air quality at approximately 250 air monitoring stations across the State. These stations usually measure pollutant concentrations ten feet above ground level; therefore, air quality is often referred to in terms of ground-level concentrations. Existing levels of ambient air quality, historical trends, and projections near the project area are documented by measurements made by the Southern California Air Quality Monitoring District (SCAQMD), the SCAB's air pollution regulatory agency that maintains air quality monitoring stations, which process ambient air quality measurements.

The Clean Air Act (CAA) required USEPA to establish National Ambient Air Quality Standards (NAAQS), which regulate criteria air pollutants. The California Clean Air Act (CCAA) required CARB to establish California ambient air quality standards (CAAQS).

To monitor progress toward achieving its CAAQS attainment goals, SCAQMD continuously measures the concentrations of criteria pollutants at various monitoring stations throughout the SCAB. Data from the monitoring station nearest to Eastvale (Mira Loma Van Buren) is presented in Table 3.1-1, *Measured Air Quality Levels*, below.

Table 3.1-1: Measured Air Quality Levels

Year	Ozone (Federal)			Ozone (State)				$PM_{2.5}$	PM_{10}	
	Days > National Standard	Maximum Observations		Days > State Standard		Maximum Observations		Days > National Standard	Days > State Standard	Max 24-Hour Average
		1-Hour	8-Hour	1-Hour	8-Hour	1-Hour	8-Hour			
2021	52	0.116	0.094	20	59	0.116	0.095	13.5	90.9	96.1
2020	89	0.140	0.117	51	96	0.140	0.117	12.1	-	158.2
2019	64	0.131	0.099	26	65	0.131	0.1	10.1	89.2	115.7
2018	57	0.129	0.107	21	57	0.129	0.108	6.1	139	98.9
2017	64	0.144	0.111	41	72	0.144	0.112	10.1	114.6	111.6
2016	65	0.14	0.106	34	70	0.14	0.106	7.3	151.9	116.3
2015	51	0.127	0.104	29	51	0.127	0.105	17.6	123.8	112.1
2014	52	0.138	0.102	17	55	0.138	0.103	-	89.1	83.0
2013	31	0.118	0.096	11	32	0.118	0.097	9.2	73.0	143.0
2012	70	0.124	0.102	31	72	0.124	0.103	7.0	98.2	76.0
2011	58	0.125	0.104	32	63	0.125	0.104	8.2	145.9	77.0
2010	56	0.121	0.094	22	59	0.121	0.094	8.7	137.1	87.0

Notes:
1. Measured days are those days that an actual measurement was greater than the level of the State daily standard or the national daily standard. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Source: California Air Resources Board, Mira Loma Van Buren station historical data. https://ww2.arb.ca.gov/our-work/topics/air-quality- monitoring, accessed February 23, 2023.

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions.

CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses, and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse

effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O_3). O_3 occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" O_3 layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O_3 is a photochemical pollutant, and needs volatile organic compounds (VOCs), nitrogen oxides (NO_X), and sunlight to form; therefore, VOCs and NO_X are O_3 precursors. To reduce O_3 concentrations, it is necessary to control the emissions of these O_3 precursors. Significant O_3 formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O_3 concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O_3 in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O_3 (in the troposphere) can adversely affect the human respiratory system and other tissues. O_3 is a strong irritant that can constrict the airways, forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with preexisting lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O_3. Short-term exposure (lasting for a few hours) to O_3 at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, and increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO_2). NO_X are a family of highly reactive gases that are a primary precursor to the formation of ground-level O_3 and react in the atmosphere to form acid rain. NO_2 (often used interchangeably with NO_X) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO_2 occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO_2 can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO_2 concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO_2 may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM_{10}). PM_{10} refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM_{10} arises from sources such as road dust,

diesel soot, combustion products, construction operations, and dust storms. PM_{10} scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter ($PM_{2.5}$). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal $PM_{2.5}$ standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with preexisting cardiopulmonary disease. In 1997, the US Environmental Protection Agency (EPA) announced new $PM_{2.5}$ standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards.

CARB adopted amendments for statewide annual ambient particulate matter air quality standards in 2002. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

The EPA has identified the Basin as a nonattainment area for Federal PM2.5 standards.

Sulfur Dioxide (SO_2). Sulfur dioxide (SO_2) is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO_X. Exposure of a few minutes to low levels of SO_2 can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O_3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms VOC and reactive organic gases (ROG) (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOCs, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

Sensitive Receptors

Sensitive populations are more susceptible to the effects of air pollution than the general population. Sensitive populations (sensitive receptors) that are in proximity to localized sources of toxics and CO are of particular concern. Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The following types of people are most likely to be adversely affected by air pollution, as identified by CARB: children under 14, elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, day-care facilities, elder-care facilities, elementary schools, and parks.

The City currently has numerous sensitive land uses, in particular residential dwellings, schools, health care facilities, and parks/playgrounds. These sensitive land uses will remain present in the City, and new sensitive land uses will be established as part of the Eastvale 2040 General Plan.

REGULATORY FRAMEWORK

Federal

US Environmental Protection Agency

The EPA is responsible for implementing the Federal Clean Air Act, which was first enacted in 1955 and amended numerous times after. The Clean Air Act established Federal air quality standards known as the National Ambient Air Quality Standards (NAAQS). These standards identify levels of air quality for “criteria” pollutants that are considered the maximum levels of ambient (background) air pollutants considered safe, with an adequate margin of safety, to protect the public health and welfare; refer to Table 3.1-2, *National and California Ambient Air Quality Standards*.

Table 3.1-2: National and California Ambient Air Quality Standards

Pollutant	Averaging Time	California[1]		Federal[2]	
		Standard[3]	Attainment Status	Standards[3,4]	Attainment Status
Ozone (O_3)	1 Hour	0.09 ppm (180 mg/m^3)	**Nonattainment**	N/A	N/A
	8 Hours	0.070 ppm (137 mg/m^3)	**Nonattainment**	0.070 ppm (137 mg/m^3)	**Nonattainment**
Particulate Matter (PM_{10})	24 Hours	50 mg/m^3	**Nonattainment**	150 mg/m^3	Attainment/ Maintenance
	Annual Arithmetic Mean	20 mg/m^3	**Nonattainment**	N/A	N/A
Fine Particulate Matter ($PM_{2.5}$)	24 Hours	No Separate State Standard		35 mg/m^3	**Nonattainment**
	Annual Arithmetic Mean	12 mg/m^3	**Nonattainment**	12.0 mg/m^3	**Nonattainment**
Carbon Monoxide (CO)	8 Hours	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Attainment/ Maintenance
	1 Hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Attainment/ Maintenance
Nitrogen Dioxide (NO_2)[5]	Annual Arithmetic Mean	0.030 ppm (57 mg/m^3)	N/A	53 ppb (100 mg/m^3)	Attainment/ Maintenance
	1 Hour	0.18 ppm (339 mg/m^3)	Attainment	100 ppb (188 mg/m^3)	Attainment/ Maintenance
Lead (Pb)[7,8]	30 days Average	1.5 mg/m^3	Attainment	N/A	N/A
	Calendar Quarter	N/A	N/A	1.5 mg/m^3	**Nonattainment**
	Rolling 3-Month Average	N/A	N/A	0.15 mg/m^3	**Nonattainment**
Sulfur Dioxide (SO_2)[6]	24 Hours	0.04 ppm (105 mg/m^3)	Attainment	0.14 ppm (for certain areas)	Unclassified/ Attainment
	3 Hours	N/A	N/A	N/A	N/A
	1 Hour	0.25 ppm (655 mg/m^3)	Attainment	75 ppb (196 mg/m^3)	N/A
	Annual Arithmetic Mean	N/A	N/A	0.30 ppm (for certain areas)	Unclassified/ Attainment
Visibility-Reducing Particles[9]	8 Hours (10 a.m. to 6 p.m., PST)	Extinction coefficient = 0.23 km@<70% RH	Unclassified	**No Federal Standards**	
Sulfates	24 Hour	25 mg/m^3	Attainment		
Hydrogen Sulfide	1 Hour	0.03 ppm (42 mg/m^3)	Unclassified		
Vinyl Chloride[7]	24 Hour	0.01 ppm (26 mg/m^3)	N/A		

Notes for Table 3.1-2

mg/m^3 = micrograms per cubic meter; ppm = parts per million; ppb = parts per billion; km = kilometer(s); RH = relative humidity; PST = Pacific Standard Time; N/A = Not Applicable

Notes:

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety, to protect the public health.
5. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
6. On June 2, 2010, a new 1-hour SO_2 standard was established, and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated non-attainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved. Note that the 1-hour national standard is in units of ppb. California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.
7. CARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.
8. The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated non-attainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.
9. In 1989, CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

Source: California Air Resources Board and U.S. Environmental Protection Agency, Ambient Air Quality Standards chart, http://www.arb.ca.gov/research/aaqs/aaqs2.pdf, May 4, 2016.

Clean Air Act

Air quality is Federally protected by the Clean Air Act and its amendments. Under the Clean Air Act, the EPA developed the primary and secondary NAAQS for the criteria air pollutants, including O_3, NO_2, CO, SO_2, PM_{10}, $PM_{2.5}$, and lead. Development occurring with buildout of the Eastvale 2040 General Plan, in or near nonattainment areas, could be subject to more stringent air-permitting requirements. The Clean Air Act requires each state to prepare an air quality control plan, referred to as a State Implementation Plan (SIP), to demonstrate how it will attain the NAAQS within the Federally imposed deadlines.

The EPA can withhold certain transportation funds from states that fail to comply with the planning requirements of the act. If a state fails to correct these planning deficiencies within two years of Federal notification, the EPA is required to develop a Federal implementation plan for the identified nonattainment area or areas. The provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93 apply in all nonattainment and maintenance areas for transportation-related criteria pollutants for which the area is designated nonattainment or has a maintenance

plan. The EPA has designated enforcement of air pollution control regulations to the individual states.

State

California Clean Air Act

In 1988, the California Clean Air Act was adopted and led to the establishment of CAAQS for the same major pollutants as the NAAQS. Table 3.1-2, *National and California Ambient Air Quality Standards*, lists both the CAAQS and NAAQS standards for O_3, CO, NO_2, SO_2, PM_{10}, $PM_{2.5}$, and lead. In addition, the State of California has set standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

CARB is responsible for enforcing air pollution regulations in California. The CCAA requires all air pollution control districts in California to endeavor to achieve and maintain the CAAQS by the earliest practicable date and to develop plans and regulations specifying how they will meet this goal.

California State Implementation Plan

The Federal Clean Air Act (and its subsequent amendments) requires each state to prepare a SIP, which is a living document that is periodically modified to reflect the latest emissions inventories, plans, and rules and regulations of air basins as reported by the agencies with jurisdiction over them. The Clean Air Act Amendments dictate that states containing areas violating the NAAQS revise their SIPs to include extra control measures to reduce air pollution. The SIP includes strategies and control measures to attain the NAAQS by deadlines established by the Clean Air Act. The SCAQMD is responsible for preparing and implementing the portion of the SIP applicable to the SCAB. The EPA has the responsibility to review all SIPs to determine whether they conform to the requirements of the Clean Air Act.

Toxic Air Contaminant Regulations

In 1983, the California legislature enacted a program to identify the health effects of toxic air contaminants (TACs) and to reduce exposure to these contaminants to protect public health. The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to subsection (b) of Section 112 of the Federal Clean Air Act (42 United States Code Section 7412[b]) is a TAC. Under State law, the California EPA, acting through CARB, is authorized to identify a substance as a TAC if it determines the substance is an air pollutant that may cause

or contribute to an increase in mortality or to an increase in serious illness, or may pose a present or potential hazard to human health.

California regulates TACs primarily through Assembly Bill (AB) 1807 (Tanner Air Toxics Act) and AB 2588 (Air Toxics "Hot Spot" Information and Assessment Act of 1987). The Tanner Air Toxics Act sets forth a formal procedure for CARB to designate substances as TACs. Once a TAC is identified, CARB adopts an "airborne toxics control measure" for sources that emit designated TACs. If there is a safe threshold for a substance (a point below which there is no toxic effect), the control measure must reduce exposure to below that threshold. If there is no safe threshold, the measure must incorporate toxics best available control technology to minimize emissions. To date, CARB has established formal control measures for 11 toxic air contaminants, all of which are identified as having no safe threshold.

Air toxics from stationary sources are also regulated in California under the Air Toxics "Hot Spot" Information and Assessment Act of 1987. Under AB 2588, TAC emissions from individual facilities are quantified and prioritized by the air quality management district or air pollution control district. High-priority facilities are required to perform a health risk assessment and, if specific thresholds are exceeded, are required to communicate the results to the public in the form of notices and public meetings.

Since the last update to the TAC list in December 1999, CARB has designated 244 compounds as TACs. Additionally, CARB has implemented control measures for a number of compounds that pose high risks and show potential for effective control. The majority of the estimated health risks from TACs can be attributed to relatively few compounds, the most important being particulate matter from diesel-fueled engines.

California Diesel Risk Reduction Plan

CARB's Diesel Risk Reduction Plan (2000) recommends many control measures to reduce the risks associated with diesel particulate matter (DPM) and achieve the goal of an 85 percent reduction of DPM generated by 2020. The plan incorporates measures to reduce emissions from diesel-fueled vehicles and stationary diesel-fueled engines. CARB's ongoing efforts to reduce diesel-exhaust emissions from these sources include the development of specific statewide regulations. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce DPM emissions.

Since the initial adoption of the Diesel Risk Reduction Plan, CARB has adopted numerous rules related to the reduction of DPM from mobile sources, as well as the use of cleaner-burning fuels. Transportation sources addressed by these rules include public transit buses, school buses, on-road heavy-duty trucks, and off-road heavy-duty equipment.

On-Road Heavy-Duty Diesel Vehicles (In Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In Use) Regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Heavier trucks were required to be retrofitted with particulate matter filters beginning January 1, 2012, and replacement of older trucks was required starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent. The regulation applies to nearly all privately and Federally owned diesel-fueled trucks and buses, as well as to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds.

The Clean Air Act delegates the regulation of air pollution control and the enforcement of the NAAQS to the states. In California, the task of air quality management and regulation has been legislatively granted to CARB, with subsidiary responsibilities assigned to air quality management districts and air pollution control districts at the regional and county levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for ensuring implementation of the California Clean Air Act of 1988, responding to the Federal Clean Air Act, and regulating emissions from motor vehicles and consumer products.

CARB has established CAAQS, which are generally more restrictive than the NAAQS. The CAAQS describe adverse conditions; that is, pollution levels must be below these standards before an air basin can attain the standard. Air quality is considered "in attainment" if pollutant levels are continuously below the CAAQS and violate the standards no more than once each year. The CAAQS for O_3, CO, SO_2 (1-hour and 24-hour), NO_2, PM_{10} and $PM_{2.5}$, and visibility-reducing particles are values that are not to be exceeded. All others are not to be equaled or exceeded.

Regional

South Coast Air Quality Management Control District

The SCAQMD is the air pollution control agency for Orange County and the urban portions of Los Angeles, Riverside, and San Bernardino Counties. The agency's primary responsibility is ensuring that the NAAQS and CAAQS are attained and maintained in the Basin. The SCAQMD is also responsible for adopting and enforcing rules and regulations concerning air pollutant sources, issuing permits for stationary sources of air pollutants, inspecting stationary sources of air pollutants, responding to citizen complaints, monitoring ambient air quality and meteorological conditions, awarding grants to reduce motor vehicle emissions, and conducting public education campaigns, as well as many other activities. All projects are subject to the SCAQMD rules and regulations in effect at the time of construction.

The following is a list of noteworthy SCAQMD rules that are required of the proposed project:

Rule 402 (Nuisance). This rule prohibits the discharge from any source whatsoever such quantities of air contaminants or other materials which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

Rule 403 (Fugitive Dust). This rule requires fugitive dust sources to implement best available control measures for all sources and prohibits all forms of visible particulate matter from crossing any property line. Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM_{10} suppression techniques are summarized below.

- Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.
- The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized at all times.
- Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the workday to remove soil tracked onto the paved surface.
- A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

Rule 445 (Wood Burning Devices). This rule prohibits the installations of a wood-burning device into any new development, which means residential or commercial, single, or multi-building unit, which begins construction on or after March 9, 2009. This rule reduces the emission of particulate

matter from wood-burning devices and establishes contingency measures for applicable ozone standards for the reduction of volatile organic compounds.

Rule 1113 (Architectural Coatings). This rule requires manufacturers, distributors, and end-users of architectural and industrial maintenance coatings to reduce ROG emissions from the use of these coatings, primarily by placing limits on the ROG content of various coating categories.

Southern California Association of Governments

The Regional Council of Southern California Association of Government (SCAG) formally adopted the *2020–2045 Regional Transportation Plan/Sustainable Communities Strategy* (2020–2045 RTP/SCS) in 2020. The 2020–2045 RTP/SCS reaffirms the land use policies that were incorporated into the 2020–2045 RTP/SCS. These foundational policies, which guided the development of the 2020–2045 RTP/SCS's strategies for land use, include the following:

- Identify regional strategic areas for infill and investment
- Structure the plan on a three-tiered system of centers development
- Develop "Complete Communities"
- Develop nodes on a corridor
- Plan for additional housing and jobs near transit
- Plan for changing demand in types of housing
- Continue to protect stable, existing single-family areas
- Ensure adequate access to open space and preservation of habitat
- Incorporate local input and feedback on future growth

The 2020–2045 RTP/SCS recognizes that transportation investments and future land use patterns are inextricably linked, and continued recognition of this close relationship will help the region make choices that sustain existing resources and expand efficiency, mobility, and accessibility for people across the region. In particular, the 2020–2045 RTP/SCS draws a closer connection between where people live and work and offers a blueprint for how Southern California can grow more sustainably. The 2020–2045 RTP/SCS also includes strategies focused on compact infill development and economic growth by building the infrastructure the region needs to promote the smooth flow of goods and easier access to jobs, services, educational facilities, healthcare and more.

The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing greenhouse gases (GHG) from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are:

- Focus growth near destinations and mobility options
- Promote diverse housing choices
- Leverage technology innovations
- Support implementation of sustainability policies
- Promote a green region

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled. Some of these tools include center-focused placemaking, focusing on priority growth areas, job centers, and transit priority areas, as well as High Quality Transit Areas (HQTAs) and green regions.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on California Environmental Quality Act (CEQA) Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to air quality if it would:

1. Conflict with or obstruct implementation of the applicable air quality plan.
2. 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.
3. Expose sensitive receptors to substantial pollutant concentrations.
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

PROJECT IMPACTS AND MITIGATION

CONFLICT WITH AN APPLICABLE AIR QUALITY PLAN

Impact 3.1-1 The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.

It is noted that the SCAQMD thresholds are intended to evaluate the air quality impacts from individual development projects and do not apply to plan-level projects, such as the proposed Eastvale 2040 General Plan. Emissions are dependent on the exact size, nature, and location of an individual land use type, combined with reductions in localized impacts from the removal of existing land use types, as applicable (i.e., conversion of light industrial uses). Emissions associated with the operation of individual projects could exceed project-specific thresholds established by SCAQMD.

On December 2, 2022, the SCAQMD Governing Board adopted the 2022 AQMP. The 2022 AQMP incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. Additionally, the 2022 AQMP utilized information and data from the SCAG and its 2020-2045 RTP/SCS. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the Basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

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

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- *Whether implementation of a project would increase the frequency or severity of existing air quality violations; or would cause or contribute to new violations; or would delay the timely attainment of AAQS or interim emissions reductions within the AQMP.*

The project involves long-term growth associated with buildout of the City of Eastvale. The emissions of criteria pollutants associated with individual future developments within the Planning Area could exceed SCAQMD thresholds for criteria pollutants. Future development under the proposed Eastvale 2040 General Plan would be required to comply with CARB's requirements to minimize short-term emissions from on-road and off-road diesel equipment, including limiting heavy-duty diesel motor vehicle idling to no more than 5 minutes at any given

time, and with SCAQMD's regulations such as Rule 403 for controlling fugitive dust and Rule 1113 for controlling VOC emissions from architectural coatings. Compliance with these measures and requirements would be consistent with and meet or exceed the AQMP requirements for control strategies intended to reduce criteria pollutants emissions from construction equipment and activities. Additionally, future individual development projects within the Planning Area would be required to undergo environmental review pursuant to CEQA and all applicable SCAQMD rules and regulations. As discussed in Impact 3.1-2, emissions of ROG, CO, PM_{10}, and $PM_{2.5}$ resulting with the proposed Eastvale 2040 General Plan would be significantly higher than the existing setting. Given the volume of air pollutants attributable to buildout of the Planning Area, Eastvale 2040 could potentially cause an increase in the frequency or severity of existing air quality violations.

The 2022 AQMP utilizes growth projections from the existing 2012 General Plan. Compared to 2012 General Plan, the proposed Eastvale 2040 General Plan anticipates an additional 4,173 units of residential land use development and an estimated 7 million square feet of non-residential land use development under the full buildout conditions. The project would not include any direct demolition or development. As discussed above, future individual development projects within the Planning Area would be required to undergo environmental review pursuant to CEQA, as well as comply with all applicable SCAQMD rules and regulations. However, as future development anticipated under the proposed Eastvale 2040 General Plan would cause potential significant and unavoidable air quality impacts, the proposed project would have the potential to contribute to a violation of the ambient air quality standards. Thus, impacts associated with compliance with the 2022 AQMP would be significant and unavoidable.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and SCAG air quality policies, it is important to recognize that air quality planning within the Basin focuses on the attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether the project exceeds the assumptions utilized in preparing the forecasts presented in the 2022 AQMP, which involves the evaluation of the three criteria outlined below.

- *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP; or would implement all feasible air*

quality mitigation measures; or would the project be consistent with the land use planning strategies set forth in the AQMP?

A project is consistent with the 2022 AQMP in part if it is consistent with the population, housing, and employment assumptions that were used in the development of the 2022 AQMP. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on the local plans and policies applicable to the Planning Area, which are used by SCAG in all phases of implementation and review. As discussed above, the proposed Eastvale 2040 General Plan would accommodate more residential units than the existing 2012 General Plan, and the SCAQMD has not incorporated these projections into the 2022 AQMP. With the approval of the proposed Eastvale 2040 General Plan, the SCAG would include the growth projections associated with Eastvale 2040 in the regional planning projections, and SCAQMD would incorporate the same projections in the next update of the AQMP. However, since projections associated with the Eastvale 2040 General Plan are not currently included in the 2022 AQMP, the Eastvale 2040 General Plan would not meet this criterion, and the impact would be potentially significant.

Individual projects under Eastvale 2040 would be required to undergo subsequent environmental review pursuant to California Environment Quality Act (CEQA) and would be required to demonstrate compliance with the 2022 AQMP. Individual projects would also be required to demonstrate compliance with SCAQMD rules and regulations governing air quality. Additionally, the goals and policies of the proposed Eastvale 2040 General Plan Open Space and Conservation Element would prepare the City for long-term adaptability. For example, proposed Policy CO-8.1 would promote compact and efficient development to minimize vehicle miles traveled and greenhouse gas emissions. Policy CO-8.2 would promote the improvement of indoor air quality through the California Building and Energy Codes and through the participation in public health programs and services. Policy CO-8.3 would ensure the City consider CARB's recommendations for the siting of new sensitive land uses and exposure to specific source categories. Policy CO-8.4 would require dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions for both active construction sites, and vacant sites approved for development.

The 2022 AQMP relied upon SCAG's 2020-2045 RTP/SCS for land use planning strategies. As discussed in Table 3.4-4 in Section 3.4, *Energy and Greenhouse Gases*, of this EIR, the proposed Eastvale 2040 General Plan would be consistent with SCAG's 2020-2045 RTP/SCS. In summary, the Eastvale 2040 General Plan outlines strategies for integration of uses in different parts of the City and a better connection between employment and residential uses, with more areas designated for mixed-use development such as Downtown West Policy Area, Chandler Policy Area, Downtown East Policy Area, and Citrus Policy Area. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and will

make it easier for residents to travel throughout the community. Therefore, although the proposed Eastvale 2040 General Plan would accommodate an increase in residential units and non-residential development within the Planning Area, the developments would be consistent with the land use planning strategies.

In conclusion, the proposed Eastvale 2040 General Plan would not be consistent with the 2022 AQMP. Therefore, implementation of Eastvale 2040 would have the potential to contribute to a violation of the ambient air quality standards. Thus, impacts associated with compliance with the 2022 AQMP would be significant and unavoidable.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and unavoidable.

PROJECT-RELATED EMISSIONS

Impact 3.1-2	**The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable Federal or State ambient air quality standard. Impacts would be significant and unavoidable.**

Short-term Construction Emissions

Buildout of the Eastvale 2040 General Plan would allow for the development of additional residential, commercial, and industrial uses, which could result in new construction-related emissions associated with future development. The thresholds of significance recommended by the SCAQMD for construction emissions were developed for individual development projects; as such, they are not applicable for the proposed project. Construction-related emissions are generally short-term or temporary in duration; however, they have the potential to represent a significant impact with respect to air quality. Future development projects and plans in accordance with implementation of the Eastvale 2040 General Plan would continue to define specific phasing at a detailed level and be reviewed by the City to ensure that development occurs in a logical manner consistent with policies in the proposed project and that additional environmental review is conducted under CEQA, as needed.

The proposed project allows for land use intensification in certain portions of the Planning Area. Future construction-related emissions could lead to the violation of an applicable air quality standard or contribute substantially to an existing or projected air quality violation.

Construction-related activities typically result in emissions of criteria air pollutants and precursors from site preparation (e.g., demolition, excavation, grading, and clearing); exhaust from off-road equipment, material delivery trucks, and worker commute vehicles; vehicles travel

on roads; and other miscellaneous activities (e.g., building construction, asphalt paving, application of architectural coatings, and trenching for utility installation).

It should be noted that, the policies contained in the Eastvale 2040 General Plan Open Space and Conservation Element address potential air quality impacts in the City by requiring dust control plans, revegetation, and soil compaction to prevent fugitive dust emissions for both active construction sites, and vacant sites approved for future development; refer to Impact 3.1-1.

In addition, the proposed Land Use Element aims to address air quality of the Planning Area through a balanced growth that maintains economic diversity and environmental integrity that meets the needs of Eastvale's residents. Furthermore, the Eastvale Municipal Code Section 120.02.010 requires all land use and development review applications referenced in Chapter 120.02 (such as zone changes, conditional use permits, subdivisions, etc.) and all public works and other public projects to undergo environmental review as an integral part of the process for such applications prior to consideration by the decision-making authority. Individual development projects under the proposed Eastvale 2040 General Plan would be required to undergo subsequent environmental review pursuant to CEQA and would be required to employ all applicable mitigation measures to reduce construction-related emissions. All future projects developed under Eastvale 2040 would also be required to comply with SCAQMD rules and regulations. Furthermore, future construction activities under the proposed Eastvale 2040 General Plan would be required to comply with the CARB Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle regulation, CARB Truck and Bus regulation, and CARB ACT regulation, all of which require operators to repower or replace higher-emitting construction equipment with less polluting models and employ zero- and near-zero-emissions on-road truck technologies as they become developed and commercially available on vehicle fleet. Additionally, construction of future development would be required to comply with SCAQMD rules and regulations including Rule 403 for the control of fugitive dust and Rule 1113 for the control of VOC emissions from architectural coatings. Mandatory compliance with these CARB and SCAQMD rules and regulations would reduce emissions, particularly for NO_X, PM_{10}, and $PM_{2.5}$, during future construction activities under Eastvale 2040.

In summary, future development projects would be required to comply with Eastvale Municipal Code Section 120.02.010 and all applicable SCAQMD rules and regulations, as well as other control measures to reduce construction emissions.

However, even with mandatory compliance with CARB and SCAQMD rules regulations, it is possible that some future development projects could be large enough in scale and/or intensity such that many pieces of heavy-duty construction equipment and/or heavy-duty trucks may be

required and that construction period emissions could exceed the SCAQMD significance thresholds. Therefore, impacts would be considered **significant and unavoidable**.

Long-Term (Operational) Emissions

Operational impacts associated with area sources, energy sources, and mobile sources (vehicular traffic) were estimated using CalEEMod. Emissions associated with each source are detailed in Table 3.1-3, *Existing and Project-Generated Operational Emissions*, and discussed below.

Table 3.1-3: Existing and Project-Generated Operational Emissions

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer Emissions						
Existing Conditions[2]						
Area Source Emissions	24,305.0	315.0	6,440.0	2.02	28.6	31.0
Energy Emissions	42.1	756.0	577.0	4.6	58.1	58.1
Mobile Emissions[4]	354.0	1,362.0	11,837.0	29.0	2,389.0	622.0
Total Emissions	*24,701.0*	*2,433.0*	*18,855.0*	*35.6*	*2,475.0*	*711.0*
Proposed Project[3]						
Area Source Emissions	29,234.0	318.0	135.0	2.0	25.7	25.7
Energy Emissions	15.6	273.0	158.0	1.7	21.6	21.6
Mobile Emissions[5]	246.0	641.0	9,819.0	34.5	3,797.0	973.0
Total Emissions	29,496.0	1,232.0	10,113.0	38.3	3,844.0	1,020.0
Net Increase of Total Summer Emissions	**4,795.0**	**-1,201.0**	**-8,742.0**	**2.7**	**1,369.0**	**309.0**
Winter Emissions						
Existing Conditions[2]						
Area Source Emissions	23,336.0	259.0	110.0	1.7	21.0	21.0
Energy Emissions	42.1	756.0	577.0	4.6	58.1	58.1
Mobile Emissions[4]	350.0	1,467.0	9,198.0	27.2	2,366.0	622.0
Total Emissions	23,727.0	2,482.0	9,885.0	33.4	2,468.0	701.0
Proposed Project[3]						
Area Source Emissions	29,235.0	318.0	135.0	2.0	25.7	25.7
Energy Emissions	15.6	279.0	158.0	1.7	21.6	21.6

Table 3.1-3, continued

Emissions Source	Pollutant (lbs/day)[1]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Mobile Emissions[5]	241.0	692.0	7,628.0	32.3	3,797.0	973.0
Total Emissions	29,491.0	1,283.0	7,922.0	36.0	3,844.0	959.0
Net Increase of Total Winter Emissions	**5,764.0**	**-1,199.0**	**-1,963.0**	**2.6**	**1,376.0**	**258.0**

Notes:
1. Based on CalEEMod 2022.1 modeling results; refer to Appendix B, *Air Quality, Energy and Greenhouse Gas Data*.
2. Existing project condition emissions were modeled with the operational year of 2022.
3. Proposed project condition emissions were modeled with the operational year of 2040.
4. Existing mobile source emissions are based on Citywide 2022 VMT and is derived from *Transportation Analysis _ Eastvale General Plan Updated*, Michael Baker International, dated May 16, 2023
5. Proposed project mobile source emissions are based on Citywide 2040 VMT based on the *Transportation Analysis _ Eastvale General Plan Updated*, Michael Baker International, dated May 16, 2023.

The Planning Area's stationary source emissions primarily consist of residential, industrial, and commercial uses. Energy sources consist of electricity and natural gas usage. Mobile source emissions are produced by each trip generating land use within the City (e.g., residential, schools, retail, office, etc.). The proposed project would allow for additional residential and non-residential development over existing conditions. As a result, area source ROG emissions are expected to increase from existing conditions. However, mobile source ROG, NO_X, and CO emissions would decrease despite a projected increase in vehicle trips. This can be attributed to improved vehicle emissions standards, improved fuel efficiency, and a newer model year vehicle fleet during the planning period. However, the thresholds of significance that have been recommended by the SCAQMD are based on the SCAQMD's General Plan guidance and New Source Review emissions standards for individual sources of new emissions, such as boilers and generators. As the thresholds were established for individual development projects, they do not apply to cumulative development or multiple projects. Air quality impacts would be regional and not confined to the limits of the Planning Area. The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Future site-specific development proposals would be evaluated for potential air emissions once development details have been determined and are available, and individual projects may or may not result in significant operational air quality emissions.

Furthermore, proposed policies in the Eastvale 2040 General Plan aim to improve air quality within the Planning Area by encouraging innovative approaches such as improvements to indoor air quality through the California Building and Energy Codes and through the participation in public health programs and services, promoting compact and efficient development to minimize

vehicle miles traveled and greenhouse gas emissions, and implementing all SCAQMD's applicable rules and regulations to reduce air pollution; refer to Impact 3.1-1.

In summary, buildout of the Eastvale 2040 General Plan would significantly increase regional pollutants over current conditions, although ozone precursor pollutant (i.e., NO_X) would decrease due to improvements in vehicular technology for mobile source emissions. Given the volume of air pollutants attributable to buildout of the proposed Planning Area, impacts would be conservatively considered **significant and unavoidable** in this regard.

Air Quality Health Impacts

Adverse health effects induced by criteria pollutant emissions are highly dependent on a multitude of interconnected variables (e.g., cumulative concentrations, local meteorology and atmospheric conditions, and the number and character of exposed individual [e.g., age, gender]). In particular, O_3 precursors VOCs and NO_x affect air quality on a regional scale. Health effects related to ozone are therefore the product of emissions generated by numerous sources throughout a region. Existing models have limited sensitivity to small changes in criteria pollutant concentrations, and, as such, translating project-generated criteria pollutants to specific health effects or additional days of nonattainment would produce meaningless results.

As noted in the Brief of Amicus Curiae by the SCAQMD,[2] the SCAQMD acknowledged it would be extremely difficult, if not impossible to quantify health impacts of criteria pollutants for various reasons including modeling limitations as well as where in the atmosphere air pollutants interact and form. Further, as noted in the Brief of Amicus Curiae by the San Joaquin Valley Air Pollution Control District (SJVAPCD),[3] SJVAPCD has acknowledged that currently available modeling tools are not equipped to provide a meaningful analysis of the correlation between an individual development project's air emissions and specific human health impacts.

The SCAQMD acknowledges that health effects quantification from ozone, as an example is correlated with the increases in ambient level of ozone in the air (concentration) that an individual person breathes. SCAQMD's Brief of Amicus Curiae states that it would take a large amount of additional emissions to cause a modeled increase in ambient ozone levels over the

[2] South Coast Air Quality Management District, Application of the South Coast Air Quality Management District for Leave to File Brief of Amicus Curiae in Support of Neither Party and Brief of Amicus Curiae. In the supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.

[3] San Joaquin Valley Air Pollution Control District, Application for Leave to File Brief of Amicus Curiae Brief of San Joaquin Valley Unified Air Pollution Control District in Support of Defendant and Respondent, County of Fresno and Real Party In Interest and Respondent, Friant Ranch, L.P. In the Supreme Court of California. Sierra Club, Revive the San Joaquin, and League of Women Voters of Fresno v. County of Fresno, 2014.

entire region. The SCAQMD states that based on their own modeling in the SCAQMD's *2012 Air Quality Management Plan*, a reduction of 432 tons (864,000 pounds) per day of NO_X and a reduction of 187 tons (374,000 pounds) per day of VOCs would reduce ozone levels at highest monitored site by only nine parts per billion. As such, the SCAQMD concludes that it is not currently possible to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects (defined as projects with regional scope) due to photochemistry and regional model limitations. As such, the project would have a **less than significant impact** for air quality health impacts.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and unavoidable.

EXPOSE SENSITIVE RECEPTORS TO POLLUTANTS

Impact 3.1-3	**The project would result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.**

Localized Significance Thresholds

LSTs were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised October 2009]) for guidance. The LST methodology assists lead agencies in analyzing localized impacts associated with project-specific level proposed projects. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO_X, $PM_{2.5}$, or PM_{10}. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The project site is located within Source Receptor Area (SRA) 22, Corona/Norco Area.

Construction

As described above, Eastvale 2040 is a General Plan update and does not include any planned demolition or development. Individual development projects within Planning Area would occur in incremental phases over time. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis, and these individual projects would be required to analyze LSTs under CEQA, as applicable. Additionally, future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other control measures to reduce construction emissions. However, since individual development projects could occur close to existing sensitive receptors, construction activities associated with the

Eastvale 2040 General Plan would potentially expose sensitive receptors to substantial pollutant concentrations. Therefore, impacts would be **potentially significant**.

Operation

According to SCAQMD localized significance threshold methodology, LSTs would apply to the operational phase of a proposed project if the project includes stationary sources or attracts mobile sources that may spend extended periods queuing and idling at the site (e.g., warehouse or transfer facilities). Light industrial uses envisioned under Eastvale 2040 may attract mobile sources that include extended periods of queuing and idling at site. However, individual development projects within Planning Area would occur in incremental phases over time. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis, and these individual projects would be required to analyze operational LSTs under CEQA, as applicable. Additionally, future development projects would be required to comply with all applicable SCAQMD rules and regulations as well as other control measures to reduce operational emissions. Thus, impacts would be **less than significant** in this regard.

Localized Air Quality Impacts

Construction

Future construction activities occurring with buildout of the Eastvale 2040 General Plan are anticipated to involve the operation of diesel-powered equipment, which would emit DPM. In 1998, the CARB identified diesel exhaust as a TAC. Cancer health risks associated with exposures to diesel exhaust typically are associated with chronic exposure, in which a 30-year exposure period often is assumed. Construction of the individual development projects within the Planning Area would be required to comply with the California Code Regulations (CCR), Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. Implementation of these regulations would reduce the amount of DPM emissions from the construction of the development projects under the Eastvale 2040 General Plan.

There are sensitive receptors located in the Planning Area. However, health impacts on sensitive receptors associated with exposure to DPM from construction of developments projects associated with the proposed project are anticipated to be less than significant because construction activities of individual development projects are expected to occur well below the 30-year exposure period used in health risk assessments. Additionally, emissions would be short-term and intermittent in nature, and therefore would not generate TAC emissions at high enough exposure concentrations to represent a health hazard. However, as construction of these future developments may occur within close proximity to sensitive receptors, there is the potential for

risk to exceed regulatory levels. Therefore, health risk with respect to the development anticipated by the project would be **potentially significant**.

Operation

The Eastvale 2040 General Plan would involve new developments including residential uses, offices, retail, and industrial uses that would result in very limited operational activities with potential health risks, including landscaping maintenance operations and boilers for restaurants. Light industrial uses envisioned under Eastvale 2040 may attract mobile sources that include extended periods of queuing and idling at site. However, individual development projects within Planning Area would occur in incremental phases over time. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis. Therefore, operations associated with the Eastvale 2040 General Plan are not anticipated to result in an elevated cancer or other health risk to nearby sensitive receptors and the impact would be **less than significant**.

Carbon Monoxide Hotspots

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 unhealthy levels (i.e., adversely affect residents, school children, hospital patients, the elderly, etc.). To identify CO hotspots, the SCAQMD requires a CO microscale hotspot analysis when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service (LOS) D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersection locations. However, projected intersection capacity/queuing analyses are unknown, as no specific development proposals have been identified.

The Basin is designated as an attainment area for State and Federal CO standards. There has been a decline in CO emissions even though VMT on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor VMT 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 VMT increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin and would likely experience the highest CO concentrations. Of these locations, the Wilshire Boulevard/Veteran Avenue

intersection experienced the highest CO concentration (4.6 ppm), which is well below the 35-ppm 1-hr 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. Based on the intersection volumes identified at these modeled intersections, if a project's traffic levels exceed 100,000 vehicles per day at any project impacted intersection, there would be the potential for a significant impact and dispersion modeling would need to be conducted to determine the project level impact.

Based on roadway segment volumes under the Eastvale 2040 General Plan buildout horizon, the roadway segment with the maximum potential peak traffic would be that of Limonite Avenue between Archibald Avenue and I-15 Freeway with a maximum Average Daily Traffic of approximately 81,577. As such, the highest peak roadway volume of approximately 81,577 vehicles per day would be below 100,000 vehicles per day. Furthermore, CO emissions from vehicles have substantially reduced compared to 2003 era vehicles based on improved vehicle emissions standards. As shown in Table 3.1-3, mobile source CO emissions would decrease despite a projected increase in vehicle trips. As previously discussed, this can be attributed to improved vehicle emissions standards, improved fuel efficiency, and a newer model year vehicle fleet during the planning period. As a result, CO concentrations are expected to be less than those estimated in the 2003 AQMP, which would not exceed the applicable thresholds. Thus, this comparison demonstrates that the project would not contribute considerably to the formation of CO hotspots and no further CO analysis is required. The project would result in a **less than significant impact** with respect to CO hotspots.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and unavoidable.

OTHER EMISSIONS SUCH AS THOSE LEADING TO OBJECTIONABLE ODORS

Impact 3.1-4	**The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Impacts would be less than significant.**

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding.

Construction

Potential sources that may emit odors during construction activities include the use of architectural coatings and solvents. Individual development projects within the Planning Area

would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis. Construction activities associated with these developments may generate detectable odors from heavy-duty equipment exhaust and architectural coatings. However, these construction-related odors would be analyzed on a case-by-case basis. In addition, developments within the Planning Area would be required to comply with the California Code of Regulations, Title 13, Sections 2449(d)(3) and 2485, which minimizes the idling time of construction equipment either by shutting it off when not in use or by reducing the time of idling to no more than five minutes. This would further reduce the detectable odors from heavy-duty equipment exhaust. Developments within the Planning Area would also comply with SCAQMD Rule 1113, which would minimize odor impacts from ROG emissions during architectural coating. Thus, odors associated with project construction would be **less than significant**.

Operational

Land uses proposed under Eastvale 2040 are primarily related to growth in residential, office, retail/restaurant, commercial, and park land uses and are not expected to introduce substantial sources of other emissions, including odors. These odors would be similar to existing residential and food service uses throughout the City and would be confined to the immediate vicinity of the new buildings. Implementation of Eastvale 2040 could also result in future development of commercial or light industrial/manufacturing land uses that could generate odors. The other potential source of odors would be new waste receptacles within the community. However, the phasing and exact details of each project would be evaluated by the City on a case-by-case basis and each project would be required to analyze potential operational odor impacts. To further reduce operational odor impacts, the Eastvale 2040 General Plan proposes Policy CO-8.3, which would ensure the City considers recommendations from CARB on the siting of new sensitive land uses and exposure to specific source categories. As such, the project would result in a **less than significant impact** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Cumulative Consistency with Applicable Air Quality Plan

Future related projects would be required to analyze project-level consistency with applicable air quality plans, including the 2022 AQMP. As analyzed above, the proposed Eastvale 2040 General Plan would include growth projections that are not currently included in the 2022 AQMP and

therefore the project is inconsistent with the 2022 AQMP. As such, impacts associated with the proposed Eastvale 2040 General Plan in this regard would be cumulatively considerable. Cumulative impacts would be **significant and unavoidable**.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Cumulative impacts would be significant and unavoidable.

Cumulative Short-Term (Construction) Air Emissions

The SCAQMD neither recommends quantified analyses of cumulative construction emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. The SCAQMD significance thresholds for construction are intended to meet the objectives of the 2022 AQMP to ensure the NAAQS and CAAQS are not exceeded. As the project applicant has no control over the timing or sequencing of the related projects, any quantitative analysis to ascertain the daily construction emissions that assumes multiple, concurrent construction would be speculative. In addition, construction-related criteria pollutant emissions are temporary in nature and cease following project completion.

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the proposed Eastvale 2040 General Plan could individually exceed the SCAQMD thresholds. Based on the programmatic-level construction analysis above, construction-related emissions associated with future development projects in the Planning Area and surrounding cities may be "cumulatively considerable." Construction of future development projects under Eastvale 2040 would be required to comply with the applicable SCAQMD rules and regulations. However, due to the unknown nature of project-specific development under the proposed Eastvale 2040 General Plan at this time, construction emissions associated with future development projects could potentially exceed SCAQMD thresholds. Therefore, this cumulative impact is considered to be **significant and unavoidable**.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Cumulative impacts would be significant and unavoidable.

Long-Term (Operational) Air Emissions

The SCAQMD has set forth both a methodological framework as well as significance thresholds for the assessment of a project's cumulative operational air quality impacts. The SCAQMD's approach for assessing cumulative impacts is based on the SCAQMD's 2022 AQMP forecasts of attainment of NAAQS in accordance with the requirements of the Federal and State CAAs. This forecast also takes into account SCAG's forecasted future regional growth. As such, the analysis

of cumulative impacts focuses on determining whether the project is consistent with the growth assumptions upon which the SCAQMD's 2022 AQMP is based. If the project is consistent with the growth assumptions, then the future development would not impede the attainment of 2022 AQMP, and a significant cumulative air quality impact would not occur. As discussed above, the growth anticipated by the project would not be consistent with SCAG's growth forecast, and therefore is not consistent with the 2022 AQMP and the proposed Eastvale 2040 General Plan would conflict with 2022 AQMP. As previously discussed, the contribution of daily operational emissions from future development projects could be cumulatively considerable and, thus, cumulative impacts are considered to be **significant and unavoidable**.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Cumulative impacts would be significant and unavoidable.

Cumulative Carbon Monoxide Hotspots

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations such as CO hotspots. Future ambient CO concentrations resulting from the project would be substantially below National and State standards, as the highest hourly recorded CO value at the Mira Loma – Van Buren station in 2022 was 1.574 ppm, which is well below the 35-ppm 1-hour CO Federal Standard. Therefore, the Eastvale 2040 General Plan contribution would not be cumulatively considerable, and the cumulative impact would be l**ess than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Cumulative Odor Impacts

Cumulative development would not have a potentially significant impact in terms of the creation of objectionable odors affecting a substantial number of people. Thus, this is considered to be a less than significant cumulative impact. Development anticipated within the Planning Area would include residential, industrial, and commercial uses. Odors resulting from the construction of projects that would occur within the Planning Area are not likely to affect a substantial number of people, since construction activities occur in a limited area and do not usually emit odors that are considered offensive. Other odor impacts resulting from these projects are also not expected to affect a substantial amount of people, as solid waste from these projects would be stored in areas and in containers as required by City regulations and restaurants are typically required to have ventilation systems that avoid substantial adverse odor impacts.

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include facilities such as agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The Planning Area may include future development uses identified by the SCAQMD as being associated with odors. However, individual development projects within Planning Area would occur in incremental phases over time and exact details of each project would be evaluated by the City on a case-by-case basis. Individual developments would be required to analyze odors and mitigate any potential odor impacts. Thus, implementation of the project would not result in significant or highly objectionable odor. Cumulative odor impacts would thus be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Section 3.2
Biological Resources

This section identifies existing biological resources in Eastvale and evaluates the potential effects caused by implementation of the proposed project, including impacts on sensitive species and habitat.

ENVIRONMENTAL SETTING

Eastvale is generally a highly developed area with limited natural open space. The most prominent natural resource within the City of Eastvale (City) is the Santa Ana River and surrounding riparian and woodland habitat. The Santa Ana River forms the southern boundary of Eastvale and is an important local and regional open space resource.

Certain special status species have been known to occur in the City. Special status species are those plants and animals that, because of their acknowledged rarity or vulnerability to various causes of habitat loss or population decline, are recognized in some fashion by Federal, State, or other agencies as deserving special consideration. The City is a signatory to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), which covers multiple species and multiple habitats within multiple jurisdictions. As such, City regulations on biological resources are generally dictated by the MSHCP and compliance with the California Environmental Quality Act (CEQA) where necessary.

Vegetation Communities

Sensitive vegetation communities are communities that are of highly limited distribution and are those identified by the Western Riverside County MSHCP and/or those considered sensitive by resource agencies [i.e., California Department of Fish and Wildlife (CDFW) and the U.S. Fish and Wildlife Service (USFWS)]. Reasons for the sensitive status of vegetation communities include restricted range, regional cumulative losses, and a high number of endemic sensitive plant and wildlife species that occur in the vegetation communities. These communities are considered sensitive whether or not they have been disturbed.

The project area's vegetation communities are shown in Exhibit 3.2-1, *Vegetation Types*. Sensitive vegetation communities include grassland, meadows and marshes, and riparian scrub/woodland/forests. As shown in Exhibit 3.2-1, the majority of the City is characterized by developed/disturbed land and agricultural land without sensitive vegetation. The vegetation communities present within the project area are described as follows:

Grasslands

Grasslands occur in a limited capacity in the southern portion of the City, near the Santa Ana River. Annual grassland may consist of native and non-native grassland. Native grasslands often have a large component of non-native grasses but are typically distinguished as native grasslands if the percent cover by native grass species is 20 percent or greater. Non-native grasses may include, but are not limited to, bromes, wild oats, and ryegrass.

Meadows and Marshes

Meadow and marsh communities are present in the southern portion of the City, mainly along the Santa Ana River. These occur in both flowing and still water and are associated with cattails (*Typha* spp.), bulrush (*Scirpus* spp.), sedges (*Carex* spp.), spike rushes (*Eleocharis* spp.), flatsedges (*Cyperus* spp.), smartweed (*Polygonum* spp.), watercress (*Rorippa* spp.), yerba mansa (*Anemopsis californica*), saltgrass (*Distichlis spicata*), alkaliheath (*Frankenia salina*), common pickleweed (*Salicornia virginica*), rushes (*Juncus* spp.) and marsh flea-bane (*Pluchea odorata*), as well as perennial and biennial herbs (e.g., *Oenothera* spp., *Polygonum* spp., *Lupinus* spp., *Potentilla* spp. and *Sidalcea* spp.) and grasses (e.g., *Agrostis* spp., *Deschampsia* spp. and *Muhlenbergia* spp.). Rooted aquatic plant species with floating stems and leaves also may be present, such as pennywort (*Hydrocotyle* spp.), water smartweed (*Polygonum amphibium*), pondweeds (*Potamogeton* spp.) and water-parsley (*Oenanthe sarmentosa*).

Riparian Scrub/Woodland/Forest

Riparian zones are the interface between land and a river or stream. Riparian communities are typically associated with ephemeral and perennial streams and drainages. Riparian forests are typically densely vegetated by riparian tree species, with dense shrubs or herbaceous vegetation in the understory. Riparian woodland is characterized by a more open canopy of riparian trees and shrubs. Riparian vegetation, including forest, woodland and scrub subtypes, is distributed in drainages throughout the project area. Riparian communities typically consist of one or more deciduous tree species with an assorted understory of shrubs and herbs.

This community can be dominated by any of several trees or shrubs, including box elder (*Acer negundo*), big-leaf maple (*A. macrophyllum*), coast live oak (*Quercus agrifolia*), white alder (*Alnus rhombifolia*), sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), California walnut (*Juglans californica*), Mexican elderberry (*Sambucus mexicana*), wild grape (*Vitis girdiana*), giant reed (*Arundo donax*), mulefat (*Baccharis salicifolia*), tamarisk (*Tamarix* spp.) or any of several species of willow (*Salix* spp.). In addition, various understory herbs may be present, such as salt grass (*Distichlis spicata*), wild cucumber (*Marah macrocarpus*), mugwort

(*Artemisia douglasiana*), stinging nettle (*Urtica dioica*) and poison oak (*Toxicodendron diversilobum*).

Agricultural Land

Agricultural land may be defined broadly as land used primarily for production of food and fiber. This may include intensive agriculture uses such as nurseries and greenhouses or extensive agriculture such as pastures.

Developed and Disturbed Land

Developed land includes areas that contain buildings, paved roads, parking lots, and/or landscaping. Disturbed land consists of areas that have been previously disturbed and no longer function as a native or naturalized vegetation community. Vegetation, if present, is dominated by opportunistic non-native forb species. Vegetation may also include ornamental species.

Special-Status Species

As described above, the City is a signatory to the MSHCP, which requires the City to coordinate conservation efforts and mitigation measures for the protection of identified special status species. The following special-status species are located within or near the City:

- Arroyo chub (*Gila orcuttii*)
- Santa Ana sucker (*Catostomus santaanae*)
- Cooper's hawk (*Accipiter cooperii*)
- Double-crested cormorant (*Phalacrocorax auratus*)
- Ferruginous hawk (*Buteo regalis*)
- Least Bell's vireo (Vireo bellii pusillus)
- Loggerhead shrike (*Lanius ludovicianus*)
- Osprey (*Pandion haliaetus*)
- Peregrine falcon (*Falco peregrinus*)
- Southwestern willow flycatcher (*Empidonax traillii extimus*)
- Tree swallow (*Tachycineta bicolor*)
- Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*)
- White-faced ibis (*Plegadis chihi*)
- White-tailed kite (*Elanus leucurus*)
- Yellow-breasted chat (*Icteria virens*)
- Yellow warbler (*Setophaga petechia*)
- Bobcat (*Lynx rufus*)
- Western pond turtle (*Actinemys marmorata*)
- Santa Ana River woollystar (*Eriastrum densifolium* ssp. *sanctorum*)
- Delhi sands flower-loving fly (*Rhaphiomidas terminatus abdominalis*)

The MSHCP Conservation Area consists of three preserved Core Areas of suitable soils which are listed within the three Recovery Units. These include areas west of Interstate 15 (I-15), north and

south of State Route 60 (SR-60); areas north of SR-60 and roughly east of Country Village Road; areas in the vicinity of Pyrite Road, north of SR-60; areas south of Sierra Avenue, north of SR-60; areas north and south of Aqua Mansa Road and in the vicinity of Rubidoux Boulevard; and various areas along the Santa Ana River. The MSHCP strives to conserve these Core Areas and interconnect habitat linkages that are suitable for occupation by the Delhi sands flower-loving fly.

Conservation Areas

While agriculture fields and farms are still located within the City, the City has quickly transitioned to a highly developed urban setting over the last two decades. As such, the City contains limited undeveloped open space. However, portions of the City along the Santa Ana River and areas in the northernmost portion of the City, south of its limits at SR-60 are included in the MSHCP. There are two MSHCP Subunits that overlay the City of Eastvale: Subunit SU1 – Santa Ana River Central (Cells 698, 786, 788, 875, 876, 964 and 965) and Subunit SU3 – Delhi Sands Area (Cells 35, 68, 118, and 168); refer to Exhibit 3.2-2, *MSHCP Criteria Cells*.

Subunit SU1 – Santa Ana River Central supports riparian scrub, woodlands, and forests that benefit special status species, such as southwestern willow flycatcher, least Bell's vireo, Santa Ana River woollystar, and other riparian species. To conserve habitat and protect special status species within the Santa Ana River corridor, the MSHCP has identified the following biological issues and considerations:

- Provide for and maintain a continuous Linkage along the Santa Ana River from the eastern boundary of the Area Plan to Prado Basin and to Chino Hills to the west.
- Conserve riparian scrub/woodlands/forests in the Eastvale Area Plan portion of the Santa Ana River for the benefit of southwestern willow flycatcher, least Bell's vireo, and other riparian species.
- Conserve alluvial fan sage scrub associated with the Santa Ana River to support Santa Ana River woollystar.
- Conserve foraging and breeding Habitats occurring in grasslands adjacent to the Santa Ana River to support sensitive bird species such as loggerhead shrike and white-faced ibis.
- Conserve existing wetlands and wetlands functions and values in the Eastvale Area Plan portion of the Santa Ana River, focusing on existing Habitats in the river.
- Maintain Core and Linkage Habitat for bobcat.
- Maintain Core Area for western pond turtle.

Subunit SU3 – Delhi Sands Area, is located in the northernmost portion of the City, south of its limits at SR-60. According to the Jurupa Area Plan, this Subunit supports soil series and agricultural lands that support Delhi sands flower-loving fly as well as Los Angeles pocket mouse. It should be noted that, under existing conditions, the majority of Subunit SU3 is built out with industrial warehousing uses, with no agricultural uses remaining. To conserve habitat and protect special status species within the Subunit SU3, the MSHCP has identified the following biological issues and considerations:

- Conserve Delhi sands soil series occurring within agricultural lands along the western and northeastern boundary of the Jurupa Area Plan to support known locations of the Delhi Sands flower-loving fly.
- Determine presence of potential localities for Los Angeles pocket mouse in sandy washes and dune areas.
- Maintain Core and Linkage Habitat for the Delhi Sands flower-loving fly.

REGULATORY FRAMEWORK

Federal

Endangered Species Act

The Federal Endangered Species Act (ESA) establishes the legal framework for the listing and protection of species (and their habitats) identified as being endangered, threatened with extinction, or candidates for both. Actions that jeopardize Federally listed species and the habitats upon which they rely are considered a "take" under the ESA and are prohibited without a special permit. The ESA allows for take of a threatened or endangered species incidental to proposed actions pursuant to Incidental Take Permit (ITP) regulations. Section 7 of the ESA also allows for such takes when a Federal permit is required [e.g., Clean Water Act (CWA) Section 404 permit] after formal consultations have deemed that proposed disturbance activities will not jeopardize the continued existence of the species.

Clean Water Act

CWA Section 401 requires any applicant for a Federal license or permit that is conducting any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification from the appropriate Regional Water Quality Control Board (RWQCB) that the discharge will comply with applicable effluent limitations and water quality standards. CWA Section 404 prohibits the discharge of dredged or fill material into waters of the United States without a permit from the US Army Corps of Engineers (USACE).

In addition to streams with a defined bed and bank, the definition of waters of the United States includes wetland areas "that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." The lateral extent of non-tidal waters is determined by delineating the ordinary high-water mark (OHWM). For adjacent wetlands, the limits of jurisdiction extend beyond the OHWM to the outer edge of the wetlands. The presence and extent of jurisdictional wetlands are determined through the examination of vegetation, soils, and hydrology, and exhibit hydrophytic vegetation, wetland hydrology, and hydric soils.

Impacts to jurisdictional resources require either a nationwide permit or an individual permit, depending on extent. Mitigation of such impacts is required as a condition of the Section 404 permit and may include on-site and/or off-site preservation, creation, restoration, and/or enhancement. To achieve no net loss of wetlands, the characteristics of the restored or enhanced wetlands must be equal to or better than those of the affected wetlands.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) implements international treaties between the United States and other nations devised to protect migratory birds, their parts, eggs, and nests from activities such as hunting, pursuing, capturing, killing, selling, and shipping, unless expressly authorized in the regulations or by permit. The State of California incorporates the protection of birds of prey in California Fish and Game Code (CFGC). All raptors and their nests are protected from take or disturbance under the MBTA and CFGC Section 3503.5.

State

California Endangered Species Act

The California Endangered Species Act (CESA) establishes the State's policy to conserve, protect, restore, and enhance threatened or endangered species and their habitats. The act mandates that State agencies not approve projects that would jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. There are no State agency consultation procedures under the CESA. For projects that affect both a Federally and State-listed species, compliance with the Federal ESA will satisfy the CESA if the California Department of Fish and Wildlife (CDFW) determines that the Federal incidental take authorization is "consistent" with the CESA under CFGC Section 2080.1. For projects that result in take of a State-only listed species, the project proponent must apply for an ITP under CFGC Section 2081(b).

California Fish and Game Code

Native Plant Protection Act

The Native Plant Protection Act (CFGC Sections 1900–1913) prohibits the take, possession, or sale in California of any plants with a State designation of rare, threatened, or endangered (as defined by the CDFW). Under specified circumstances, landowners can take listed plants, provided they first notify the CDFW and give the agency at least 10 days to retrieve the plants before they are impacted.

Birds of Prey

Under CFGC Section 3503.5, it is unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by the CFGC or any regulation adopted pursuant thereto.

"Fully Protected" Species

California statutes also afford "fully protected" status to certain species that cannot be taken, even with an ITP. Relative to the species that could occur on the project site, CFGC Section 3505 makes it unlawful to take "any bird of prey, or any part of such birds;" CFGC Section 3511 protects from take the American peregrine falcon (Falco peregrinus), golden eagle, southern bald eagle (Haliaeetus leucocephalus), and white-tailed kite (Elanus leucurus); and CFGC Section 4700 protects from take the bighorn sheep (Ovis canadensis), except Nelson bighorn sheep (Ovis canadensis nelsoni).

Species of Special Concern

Species of special concern are broadly defined as animals not listed under the CESA but are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing, or historically occurred in low numbers and known threats to their persistence currently exist. This designation focuses research and management attention on these species to avert their need for listing by stimulating collection of additional information on the biology, distribution, and status of poorly known at-risk species and by identifying recovery efforts that might ultimately be required. Species of special concern are included in the Special Animals List tracked in the California Natural Diversity Database (CNDDB).

Lake and Streambed Alteration Program

CFGC Section 1602 requires a Lake or Streambed Alteration Agreement notification to the CDFW prior to initiating any activity that would (1) divert or obstruct the natural flow of or substantially change or remove material from the bed, channel, or bank of any river, stream, or lake; or (2) result in the disposal or deposition of debris, waste, or other material into any river, stream, or

lake. The State definition of "lakes, rivers, and streams" includes those that flow at least periodically or permanently through a well-defined bed or channel (with banks) and support fish or other aquatic life, and watercourses with surface or subsurface flows that support or have supported riparian vegetation.

Local

Western Riverside County MSHCP

The Western Riverside County MSHCP encompasses approximately 1.26 million acres (approximately 1,997 square miles). This MSHCP includes unincorporated and incorporated Riverside County land (excluding Tribal land) west of the crest of the San Jacinto Mountains to the Orange County line. The plan is the largest habitat conservation plan ever attempted and covers multiple species and multiple habitats within multiple jurisdictions. The MSHCP covers a diverse landscape from urban cities to undeveloped foothills and montane forests. In addition to the presence of multiple habitats, the plan stretches across the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, San Jacinto Mountains, Aqua Tibia Mountains, Desert Transition and San Bernardino Mountain bio-regions.

This MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the ESA of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the Natural Communities Conservation Planning Act of 1991. It is used to allow incidental "take" of plant and animal species identified within the MSHCP. The purpose of the MSHCP is for the Wildlife Agencies to grant "take authorization" for otherwise lawful actions that may incidentally take or harm individuals of a species outside of preserve areas, in exchange for supporting assembly of a coordinated reserve system. Conservation and management duties, as well as implementation assurances, will be provided by the Western Riverside County Regional Conservation Authority (RCA) and other signatory agencies or jurisdictions identified as permittees through a corresponding Implementation Agreement.

Policies

The following Western Riverside County MSHCP policies are aimed at providing guidance and policy direction regarding biological resources in the MSHCP:

- Policy OS 17.1: Enforce the provisions of applicable MSHCPs and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use

development application. Every standalone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species-specific focused surveys shall not be required as part of this initial HANS assessment for standalone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

- Policy OS 17.2: Enforce the provisions of applicable MSHCPs and implement related Riverside County policies when conducting review of development applications.
- Policy OS 17.3: Enforce the provisions of applicable MSHCPs and implement related Riverside County policies when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.
- Policy OS 18.1: Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs and through implementing related Riverside County policies.
- Policy OS 18.2: Provide incentives to landowners that will encourage the protection of significant resources in the county beyond the preservation and/or conservation required to mitigate project impacts. (AI 9).
- Policy OS 18.3: Prohibit the planting or introduction of invasive, non-native species to watercourses, their banks, riparian areas, or buffering setbacks.
- Policy OS 18**:** Develop standards for the management of private conservation easements and conservation lots in fee title. For areas with watercourses, apply special standards a through f (below) for their protection, and apply standards g through j (below) generally:

    a. For conservation lands with watercourses, conform easement boundaries to setback conditions that will preserve natural flows and changes in the natural boundaries of a watercourse and its protective riparian habitat.

    b. Use only "open" fencing that permits the movement of wildlife, and limit fencing to locations outside of setbacks to watercourses (no fencing is permitted to cross the banks or channel of a watercourse, unless no other option is available).

    c. Allow fuel modification only to the outside of buffering vegetation (riparian vegetation and vegetation on slopes that buffer the watercourse from erosion and storm water pollution).

    d. No planting of non-native invasive species is permitted.

e. No lighting of watercourse area is permitted. Prohibit the use of pesticides and herbicides known to harm aquatic species and sensitive amphibians.

g. Ensure that lands under control of Homeowner's Associations employ an experienced nonprofit conservation group or agency to manage/maintain the land.

h. Prohibit use of recreational off-road vehicles.

i. Prohibit grazing and alterations of vegetation except for fuel and weed management under close supervision of qualified natural lands manager.

j. For private conservation lands, especially those within criteria cells of MSHCP areas, ensure that easement and fee title agreements provide funding methods sufficient to manage the land in perpetuity.

City of Eastvale Municipal Code

As the City is primarily developed, street trees and native landscaping play an important role. As such, the City regulates the requirements for street trees in Municipal Code Chapter 130.48, *Street Trees*. Furthermore, all street trees must be native and/or suitable for the local climate.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to biological resources if it would:

1. 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.

2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service.

3. Have a substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

4. 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.

5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

6. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan.

PROJECT IMPACTS AND MITIGATION

HAVE A SUBSTANTIAL ADVERSE EFFECT ON CANDIDATE, SENSITIVE, OR SPECIAL-STATUS SPECIES

Impact 3.2-1	**The project would not have a potentially 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. Impacts would be less than significant.**

A substantial adverse effect to special-status species would occur if a project would: (1) reduce the population size or reduce the area of occupied habitat of a rare, threatened, or endangered species; or (2) reduce the population size or reduce the area of occupied habitat of a locally uncommon species. A substantial adverse effect on a special-status wildlife species would occur if a project would: (1) reduce the known distribution of a species; (2) reduce the local or regional population of a species; (3) increase predation of a species, leading to population reduction; (4) reduce habitat availability sufficiently to affect potential reproduction; or (5) reduce habitat availability sufficiently to constrain the distribution of a species and not allow for natural changes in distributional patterns over time.

As discussed in the "Environmental Setting” discussion above, Eastvale is generally a highly developed area with limited natural open space. The most prominent natural resource within the City is the Santa Ana River and surrounding riparian and woodland habitat. Nonetheless, several special-status species are mapped within or near the City.

The Eastvale 2040 General Plan proposes land use and policy changes that would facilitate development within the project area. Thus, the project would not result in direct impacts to special-status species. However, future development activities accommodated by the Eastvale 2040 General Plan could impact special-status species. Direct impacts to special-status wildlife and plant species could result from removal of occupied habitat on undeveloped sites through

grading and other land development activities. Additionally, indirect impacts to special-status wildlife and plant species could result from excess noise, lighting, or runoff generated during construction.

Future development within the Planning Area would be subject to compliance with relevant Federal, State, and local biological resources requirements in effect at the time of development aimed at protecting special-status species, including the policies identified by the Western Riverside County MSHCP. In accordance with Eastvale Municipal Code Section 110.52.060, the City would review any major environmental issues associated with individual development proposals, including the project's potential to impact biological resources. The City may also request additional studies to determine if implementation of the project would result in significant impacts to special-status species.

To further protect special-status species, the proposed Eastvale 2040 General Plan Open Space and Conservation Element and Natural Resources Element include the following policies:

Policy CO-4.2 The City will encourage development along the Santa Ana River to take advantage of river views and to provide access to the river consistent with safety and the need to protect sensitive resources. Examples include:

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

Policy CO-5.1 Develop management programs, including to identify, conserve, and restore sensitive vegetation and wildlife resources.

Policy CO-5.2 Protect the community's water quality, wildlife diversity, and cultural and aesthetic characters.

Policy CO-5.3 Encourage the use of Best Management Practices in the watershed lands to prevent erosion and flooding.

Policy NR-5.1 Continue participation in habitat conservation planning and coordinate with existing or proposed habitat conservation and natural resource management plans for private and public lands to increase certainty for both the conservation of species, habitats, wildlife corridors, and other important biological resources and functions; and for land development and infrastructure permitting.

Policy NR-5.2 Prioritize conservation actions that demonstrate multiple resource preservation benefits, such as biology, climate change adaptation and resiliency, hydrology, cultural, scenic, and community character.

Policy NR-5.3 Support the proactive assemblage of lands to protect biological resources and facilitate development through private or public mitigation banking.

Policy NR-5.4 Require the use of non-invasive plant species with new development and encourage the management of existing invasive plant species that degrade ecological function.

In accordance with Western Riverside County MSHCP requirements, proposed Policy NR-5.1 would ensure the City continue to participate in habitat conservation planning and coordinate with existing or proposed habitat conservation and natural resource management plans for private and public lands to increase certainty for both the conservation of species, habitats, wildlife corridors, and other important biological resources and functions; and for land development and infrastructure permitting. As part of this process, the Western Riverside County MSHCP would require preparation of a General Biological Resource Assessment for projects located in areas with the potential to contain special-status species and/or sensitive habitat identified by the Western Riverside County MSHCP. The Biological Resources Assessment would assess existing resources, evaluate the potential impacts associated with site-specific development, and identify measures to reduce potential impacts to a less than significant level. With implementation of the proposed Eastvale 2040 General Plan policies, as well as continued adherence to the MSHCP and CEQA requirements, the potential for the proposed project to result in impacts to candidate, sensitive, or special-status species would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

HAVE A SUBSTANTIAL ADVERSE EFFECT ON RIPARIAN HABITAT

Impact 3.2-2 **The project would not have a potential adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service. Impacts would be less than significant.**

The Eastvale 2040 General Plan is a policy document to guide future planning and decision-making within the City. It does not propose specific development. Therefore, the proposed project would not directly affect riparian habitat or other sensitive natural community. However,

the project proposes land use and policy changes that would facilitate development within the project area. Therefore, the project could result in indirect impacts to riparian habitat or sensitive natural communities, due to future development projects associated with the land use changes. Sensitive vegetation communities which exist or have the potential to exist on undeveloped sites include grasslands, meadows and marshes, and riparian scrub/woodland/forests; refer to Exhibit 3.2-1. These communities are considered sensitive due to their limited occurrence and ability to support other diverse and sensitive species. Therefore, disturbance or removal of these vegetation communities if associated with future development on a site containing these resources could result in a significant impact.

Future development projects within the project area would be required to adhere to all Federal, State, and local requirements for protecting riparian habitat and sensitive vegetation communities. Future development with potential to affect CDFW-jurisdictional riparian habitats would require a jurisdictional assessment to determine if the project site supports CDFW-protected wetlands. If the jurisdictional delineation determines the project site supports CDFW-jurisdictional riparian habitats, the project applicant would be required to initiate the CDFW permitting process. Pursuant to California Fish and Game Code 1600 et seq. and CWA Sections 401 and 404, the assessment is required to map and identify any wetland/ or riparian/riverine resources present, evaluate the plant species composition, provide a soils analysis (where appropriate), and include avoidance and mitigation measures to reduce impacts to these resources. Additionally, future development that may alter any water course or wetland, located either on-site or on any required off-site improvement areas are required to obtain applicable permits from the appropriate resource agencies. With regards to regional plan compliance, future development projects would be required to comply with the Western Riverside County MSHCP. The Western Riverside County MSHCP includes the protection of vulnerable species of wildlife, vegetation, and their environments. Areas containing these ecologies are protected by the MSHCP through the creation of provisions and mitigation measures which inhibit development in a manner that would otherwise be harmful to those sensitive species and habitats. The Western Riverside County MSHCP combines the regulations of an HCP and NCCP. The Western Riverside County MSHCP policies and regulations address potential economic growth impacts associated with development in these areas. The Planning Area is within the Western Riverside County MSHCP; therefore, it is subject to compliance with its regulations. Future development in the Planning Area would be required to demonstrate consistency with the Western Riverside County MSHCP at the time the development application is filed with the City.

The Eastvale 2040 General Plan proposes an additional 1,547 acres of open space land use place types (Water, Open Space – Recreational, and Riverfront Policy Area); refer to Table 2.0-2, *Eastvale 2040 General Plan Development Potential*. Notably, the Riverfront Policy Area would

provide for the conservation of natural resource areas including watersheds, habitat areas and corridors, and areas within flood zones. This category has been applied to the Santa Ana River watershed, associated habitat areas, and parcels prone to flooding and owned by the Flood Control District. Similarly, several policies are included in the Eastvale 2040 General Plan which would reduce impacts to riparian habitat or sensitive natural communities; refer to Impact 3.2-1. With implementation of the proposed Eastvale 2040 General Plan policies, as well as continued adherence to the CDFW, USFWS, and Western Riverside County MSHCP requirements, the potential for the proposed project to result in impacts to riparian habitat or other sensitive natural communities would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

HAVE A SUBSTANTIAL ADVERSE EFFECT ON WETLANDS

Impact 3.2-3	**The project would not have a potentially substantial adverse effect on State or Federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Impacts would be less than significant.**

The project proposes land use and policy changes that would facilitate development within the project area. Therefore, future development projects associated with the project could impact jurisdictional waters or wetlands through activities such as vegetation removal and grading activities.

Future development projects would be required to adhere to all Federal, State, and local requirements for avoiding and minimizing construction and operations impacts to wetlands and other waters of the U.S. and State. Any future development with potential to result in impacts to Federally protected wetlands would require CWA Section 404 Permit from the Corps prior to demolition, grading, or building permit approval. The Section 404 regulatory process would require that all future development with potential to affect Federally protected wetlands prepare a jurisdictional assessment to determine if the project site supports Federally protected wetlands. If the jurisdictional delineation determines Federally protected wetlands are present, the project applicant would be required to initiate the USACE Section 404 process. Any adverse effects to Federally protected wetlands would be fully mitigated through compliance with the Section 404 regulatory process, as the Corps ensures no net loss of riparian habitat and preservation of biological function and value of any onsite jurisdictional features.

Additionally, the proposed Eastvale 2040 General Plan Policies CO-5.1, CO-5.2, CO-5.3, and NR-5.1 would protect Federally protected wetlands. Policy CO-5.1 would develop management programs, including to identify, conserve, and restore sensitive vegetation and wildlife resources. Policy CO-5.2 would protect the community's water quality, wildlife diversity, and cultural and aesthetic characters. Policy CO-5.3 would encourage the use of Best Management Practices in the watershed lands. Policy NR-5.1 would ensure Eastvale's continued participation in habitat conservation planning and coordination with existing or proposed habitat conservation and natural resource management plans.

Therefore, with adherence to all local, State, and Federal requirements and proposed General Plan policies, adoption of the Eastvale 2040 General Plan would result in **less than significant** impacts to wetlands.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Interfere Substantially with the Movement of Any Native Resident or Migratory Fish or Wildlife Species or with Established Native Resident or Migratory Wildlife Corridors

Impact 3.2-4	**The project would not interfere with the movement of 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. Impacts would be less than significant.**

The Western Riverside MSHCP identifies wildlife movement and habitat areas in Figure 3-2, *Schematic Cores and Linkages Map*.[1] This includes proposed and existing cores, habitat blocks and linkages. A Core is considered a block of Habitat of appropriate size, configuration, and vegetation characteristics to generally support the life history requirements of one or more covered Species. A Linkage is considered a connection between Core Areas with adequate size, configuration and vegetation characteristics to generally provide for "Live-In" Habitat and/or provide for genetic flow for identified Planning Species. Areas identified as Linkages in MSHCP may provide movement Habitat but not Live-In Habitat for some species, thereby functioning more as movement corridors. A Non-Contiguous Habitat Block is a block of Habitat not connected to other Habitat areas via a Linkage or Constrained Linkage.

[1] Riverside County Transportation and Land Management Agency, *Western Riverside County Multiple Species Habitat Conservation Plan*, https://rctlma.org/Portals/0/mshcp/volume1/index.html, accessed June 14, 2023.

Figure 3-2 identifies "Non-Contiguous Habitat 1" in the northern portion of the City. This habitat block is constrained by existing adjacent agricultural activities. As such, it does not serve as a migratory wildlife corridor, and no impacts would occur.

Based on Figure 3-2, the City contains "Existing Core A," along its southern border. This Core also functions as a Linkage, connecting Orange County to the west with San Bernardino County to the north. Existing Core A is limited to areas surrounding the Santa Ana River. As described in Impact 3.2-2 above, the Eastvale 2040 General Plan proposes an additional 1,547 acres of open space land use place types (Water, Open Space – Recreational, and Riverfront Policy Area); refer to Table 2.0-2, *Eastvale 2040 General Plan Development Potential*. Notably, the Riverfront Policy Area would provide for the conservation of natural resource areas located along the Santa Ana River including watersheds, habitat areas and corridors, and areas within flood zones. This category has been applied to the Santa Ana River watershed, associated habitat areas, and parcels prone to flooding and owned by the Flood Control District. Similarly, several policies are included in the Eastvale 2040 General Plan which would reduce impacts to Existing Core A; refer to Impact 3.2-1. With the Riverfront Policy Area land use protections, impacts to Existing Core A would be less than significant.

In addition, sufficient programs are in place for the Western Riverside County MSHCP that would prevent substantial interference with wildlife movement and corridors. With the corridor conservation measures, edge effect controls, and other components contained within the plan to ensure protection, provisions of the Western Riverside County MSHCP would ensure that future development within the project does not substantially interfere with wildlife movement or corridors. With the proposed designation of Riverfront Policy Area and compliance with proposed Eastvale 2040 General Plan policies and Western Riverside County MSHCP requirements, impacts to the movement of wildlife would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Conflict with Any Local Policies or Ordinances Protecting Biological Resources

Impact 3.2-5	**The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant.**

The proposed Eastvale 2040 General Plan includes several policies aimed to maintain and conserve natural resources within the City; refer to Impact 3.2-1. Additionally, as described above, the City is a signatory to the Western Riverside County MSHCP. According to Eastvale Municipal Code Chapter 4.62, *Multiple Species Habitat Conservation Plan Mitigation Fee,* if

development of a project results in an impact to species protected in the MSHCP, a development mitigation fee is required to supplement the financing or acquisition of lands supporting species covered by the Western Riverside County MSHCP and to pay for new development's fair share or the cost. Proposed Eastvale 2040 General Plan Policy NR-5.1 would complement this Municipal Code requirement by ensuring that the City continues its participation and coordination with the MSHCP.

Development accommodated by the Eastvale 2040 General Plan would also be required to comply with the tree-related regulations set forth in Eastvale Municipal Code Chapter 130.48, *Street Trees*. Based on Eastvale Municipal Code Chapter 130.48, all street trees must be native and/or suitable for the local climate. Proposed Eastvale 2040 General Plan Policy NR-5.4 requires the use of non-invasive plant species with new development and would therefore not conflict with this Municipal Code requirement. Impacts would be **less than significant** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Conflict with the Provisions of an Adopted Habitat Conservation Plan, Natural Community Conservation Plan, or Other Approved Local, Regional, or State Habitat Conservation Plan

Impact 3.2-6	**The project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Impacts would be less than significant.**

As discussed in Impact 3.2-2 above, the Western Riverside County MSHCP includes the protection of vulnerable species of wildlife, vegetation, and their environments. Areas containing these ecologies are protected by the MSHCP through the creation of provisions and mitigation measures which inhibit development in a manner that would otherwise be harmful to those sensitive species and habitats. The Western Riverside County MSHCP combines the regulations of a Habitat Conservation Plan and Natural Community Conservation Plan. The Western Riverside County MSHCP policies and regulations address potential economic growth impacts associated with development in these areas. The Planning Area is within the Western Riverside County MSHCP; therefore, the project is subject to compliance with its regulations.

Adoption of the Eastvale 2040 General Plan would not conflict with the Western Riverside MSHCP. Rather, the policies and land uses proposed by the Eastvale 2040 General Plan would complement the conservation policies and regulations included in the Western Riverside County MSHCP. For example, proposed Policy NR-5.1 would ensure the City continue to participate in habitat conservation planning and coordinate with existing or proposed habitat conservation and

natural resource management plans for private and public lands to increase certainty for both the conservation of species, habitats, wildlife corridors, and other important biological resources and functions; and for land development and infrastructure permitting. As part of this process, the Western Riverside County MSHCP would require preparation of a General Biological Resources Assessment for projects located in areas with the potential to sensitive species and/or habitats. The Biological Resources Assessment would assess existing resources, the potential impacts associated with site-specific development, and identify measures to reduce potential impacts to a less than significant level. With implementation of the proposed Eastvale 2040 General Plan policies, as well as continued adherence to the MSHCP and CEQA requirements, the project would not conflict with the Western Riverside County MSHCP and impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.2-7	**The project would not have the potential to result in a significant cumulative impact related to biological resources. Impacts would be less than cumulatively considerable.**

Eastvale is generally a highly developed area with limited natural open space. The most prominent natural resource within the City is the Santa Ana River and surrounding riparian and woodland habitat. The Santa Ana River forms the southern boundary of Eastvale and is an important local and regional open space resource.

In general, impacts on biological resources are typically limited to an individual future development site and possibly the immediate surroundings and would not be substantially compounded by the construction or operation impacts of other, more distant projects. An important exception to this is when a future development project eliminates a significant portion of a regional wildlife corridor or eliminates one of the few remaining pockets of habitat supporting a sensitive species in the same region. As described above, designated areas of sensitive or protected habitat within Eastvale include those identified on the MSHCP, such as lands surrounding the Santa Ana River and those in the northernmost portion of the City.

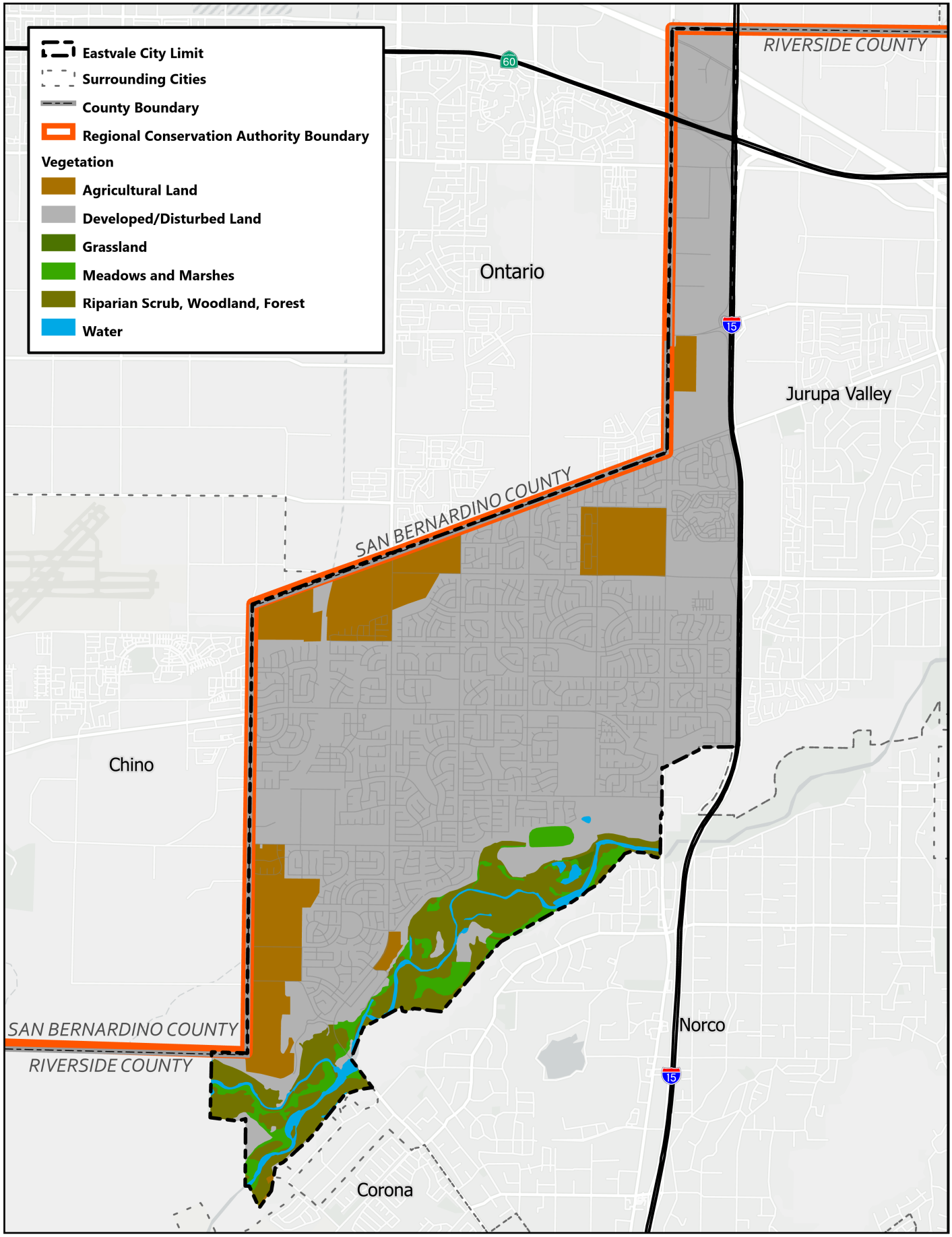
Buildout of the proposed Eastvale 2040 General Plan would concentrate development in areas that are already characterized by existing development, thus reducing development pressures on open space areas that have a greater likelihood of supporting sensitive or protected species of wildlife and plants. While implementation of the project would not cause a substantial change in vegetation cover in the City, limited, isolated habitat disturbance could occur through

development of under-utilized parcels within the City. Such development would be reviewed by the City on a project-by-project basis and would be subject to the City's preapplication review process, as described above. During the preapplication review process, the City would ensure that future development projects are compliant with the MSHCP, and could require a Biological Resources Assessment if there is potential to impact special-status species and/or sensitive habitat. With implementation of these policies, future development can be properly evaluated and mitigated, thereby reducing the potential for cumulative impacts to biological resources.

Further, the proposed project includes additional goals and policies conserving the City's natural environment and open space areas developing management programs to identify, conserve, and restore sensitive vegetation and wildlife resources. Therefore, the Eastvale 2040 General Plan seeks to ensure that the City's biological resources are maintained through the planning practices that encourage preservation of existing sensitive habitats and open space areas. Through implementation of these policies and MSHCP requirements, the project's contribution to impacts on biological resources would not be cumulatively considerable. Impacts would be **less than cumulatively considerable** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.



0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, WESTERN RIVERSIDE COUNTY REGIONAL CONSERVATION AUTHORITY

EASTVALE 2040 GENERAL PLAN EIR

Vegetation Types

Exhibit 3.2-1

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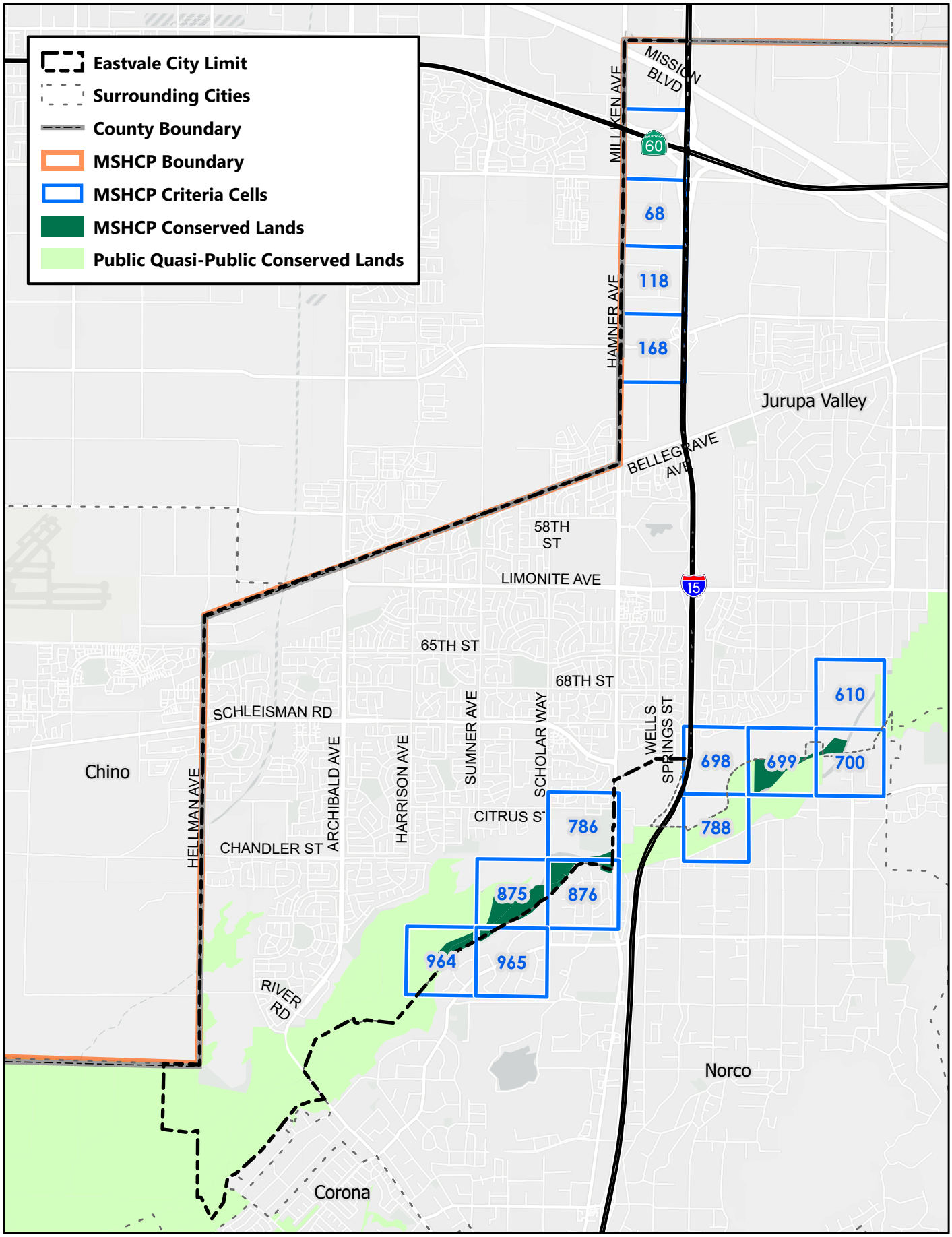

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, RIVERSIDE COUNTY

EASTVALE 2040 Envision Our Future

EASTVALE 2040 GENERAL PLAN EIR

MSHCP Criteria Cells

Exhibit 3.2-2

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Section 3.3
Cultural Resources

This section addresses the project's potential cultural resources impacts to historical and archaeological resources. Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, and architectural activities. Such resources provide information on scientific progress, environmental adaptations, group ideology, or other human advancements. By statute, CEQA is primarily concerned with two classes of cultural resources: "historical resources," which are defined in Public Resources Code (PRC) Section 21084.1 and CEQA Guidelines Section 15064.5; and "unique archaeological resources," which are defined in PRC Section 21083.2.

Project impacts to tribal cultural resources are evaluated in Section 3.12, *Tribal Cultural Resources*, of this EIR; project impacts to paleontological resources are evaluated in Section 4.0, *Effects Found Not to be Significant*, of this EIR.

ENVIRONMENTAL SETTING

In addition to a desire by the local community to protect historic and prehistoric resources, State laws protect archaeological and other cultural resources. Cultural resources are defined as buildings, sites, structures, or objects that may have historical, architectural, archaeological, or cultural significance.

Historical Resources

There are no State- or Federally listed historic resources within the City of Eastvale. However, the Jurupa Community Services District (JCSD) purchased the home of the actor Desi Arnaz, also known as Ricky Ricardo from the television show "I Love Lucy," to preserve its unique architectural details and historic charm. The home, known as the "Desi House," was originally built in Corona, California, but the JCSD transferred it to a 2.5-acre property in the City of Eastvale, located at 13215 Altfillisch Court. Through a two-phased construction process, both the exterior and interior of the Desi House and surrounding property will be preserved. Although not listed on the State or Federal Registers of Historic Places, the Desi House is a locally important historic resource.

Archaeological Resources

Present-day Eastvale lies near the borders between the traditional territories of three Native American groups: the Serrano of the San Bernardino Mountains, the Luiseño of the Perris-Elsinore region, and the Gabrielino of the San Gabriel Valley. A late influx of Cahuilla also occurred during the nineteenth century. Whatever the linguistic affiliation, Native Americans in the

Riverside-Eastvale area exhibited similar social organization and resource procurement strategies.

Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortar features. During their seasonal rounds to exploit plant resources, small groups often ranged some distances in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, such as grinding slicks on bedrock boulders at the locations of the resources. Refer to Section 3.12, *Tribal Cultural Resources*, for a full discussion of environmental impacts to tribal cultural resources.

REGULATORY FRAMEWORK

Federal

National Register of Historic Places (NRHP)

The NRHP is "an authoritative guide to be used by Federal, State, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."

Historic properties, as defined by the Advisory Council on Historic Preservation, include any "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places maintained by the Secretary of the Interior" (36 CFR Section 800.16[I][1]). Eligibility for inclusion in the NRHP is determined by applying the following criteria, developed by the National Park Service in accordance with the National Historic Preservation Act:

> *The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:*
>
> *a) That are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *b) That are associated with the lives of persons significant in our past; or*
>
> *c) That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or*

d) That have yielded, or may be likely to yield, information important in prehistory or history (36 CFR 60.4).

State

California Environmental Quality Act

State historic preservation regulations affecting the proposed project include the statutes and guidelines contained in CEQA, PRC Sections 21083.2 and 21084.1, and CEQA Guidelines Section 15064.5. CEQA requires lead agencies to carefully consider the potential effects of a project on historical resources. A historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant (PRC Section 5020.1). Section 15064.5 of the CEQA Guidelines specifies criteria for evaluating the significance or importance of cultural resources, including the following:

- The resource is associated with events that have made a contribution to the broad patterns of California history;
- The resource is associated with the lives of important persons from our past;
- The resource embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important individual or possesses high artistic values; or
- The resource has yielded, or may be likely to yield, important information in prehistory or history.

California Register of Historical Resources

The California Register of Historical Resources (CRHR) is an authoritative guide in California used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change. The criteria for eligibility for the CRHR are based on NRHP criteria. Certain resources are determined by the statute to be included on the CRHR, including California properties formally determined eligible for, or listed in, the NRHP, State Landmarks, and State Points of Interest.

The California Office of Historic Preservation has broad authority under Federal and State law for the implementation of historic preservation programs in California. The State Historic Preservation Officer makes determinations of eligibility for listing on the NRHP and the CRHR.

The appropriate standard for evaluating "substantial adverse effect" is defined in PRC Sections 5020.1(q) and 21084.1. Substantial adverse effect means demolition, destruction, relocation, or alteration such that the significance of an historical resource would be impaired. Such impairment of significance would be an adverse impact on the environment.

Cultural resources consist of buildings, structures, objects, or archaeological sites. Each of these entities may have historic, architectural, archaeological, cultural, or scientific importance. Under the CEQA Guidelines, a significant impact would result if the significance of a cultural resource would be changed by project area activities.

California Historical Landmarks (CHL)

CHLs are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific, or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below.

The resource also must be approved for designation by the County Board of Supervisors (or the city or town council in whose jurisdiction it is located); be recommended by the State Historical Resources Commission (SHRC); and be officially designated by the Director of California State Parks.

To be eligible for designation as a landmark, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type in the State or within a large geographic region (Northern, Central, or Southern California);
- It is associated with an individual or group having a profound influence on the history of California; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder.

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. To be eligible for designation as a point of historical interest, a resource must meet at least one of the following criteria:

- It is the first, last, only, or most significant of its type within the local geographic region (city or county);
- It is associated with an individual or group having a profound influence on the local area's history; or
- It is a prototype of, or an outstanding example of, a period, style, architectural movement, or construction or is one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to cultural resources if it would:

1. Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5.
2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5.
3. Disturb any human remains, including those interred outside of formal cemeteries.

PROJECT IMPACTS AND MITIGATION

HISTORICAL RESOURCES

Impact 3.3-1	**The project would not have the potential to cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant.**

CEQA Guidelines Section 15064.5(c)(1) provides criteria for the determination of significance of impacts to both archaeological and historical resources. The following analysis addresses potential significant impacts to built-environment historical resources. Potential impacts to archaeological resources, including archaeological resources that meet the CEQA definition of a historical resource, are addressed under Impact Statement 3.3-2.

As discussed above, there are no State- or Federally-listed historic resources within the City. The Desi House, although not officially designated as a historic resource, is considered a locally historic resource. As a land use policy document, the Eastvale 2040 General Plan would not entail site-specific development that could impact the Desi House.

Although there are no registered historic resources within the City, future development has the potential to impact unknown resources. While much of the development associated with implementation of the Eastvale 2040 General Plan would occur on already developed sites and would not be anticipated to uncover unknown historical resources, there are protections in place to reduce potential impacts.

Development in the City is generally first scoped through a preapplication review per Eastvale Municipal Code Section 110.52.060. During this process, City staff would determine whether the proposed development has potential to impact historic resources and could require a technical study. Proposed Eastvale 2040 General Plan Policy CO-6.5 would require a Historic Resources Evaluation for development proposals with the potential to impact structures that are 50 years of age or older. This would ensure that historically sensitive sites are appropriately assessed and mitigated for potential impacts to historic resources.

To further reduce potential impacts to historic resources, the proposed Eastvale 2040 General Plan Open Space and Conservation Element and Natural Resources Element include the following policies:

Policy CO-5.2	Protect the community's water quality, wildlife diversity, and cultural and aesthetic characters.
Policy CO-6.1	Develop management strategies to preserve the memory of important historic periods.
Policy CO-6.4	Preserve cultural resources within the City by requiring a Phase I Cultural Resources Assessment for new development proposals which occur on native (e.g. ungraded, undeveloped) soils.
Policy CO-6.5	Preserve historic resources in the City by requiring a Historic Resources Evaluation for development proposals with the potential to impact structures that are 50 years of age or older.
Policy NR-5.2	Prioritize conservation actions that demonstrate multiple resource preservation benefits, such as biology, climate change adaptation and resiliency, hydrology, cultural, scenic, and community character.

With implementation of applicable Eastvale 2040 General Plan policies and the preapplication review process, impacts causing a substantial adverse change in the significance of a historical resource would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

ARCHAEOLOGICAL RESOURCES

Impact 3.3-2	**The project would not have the potential to cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. Impacts would be less than significant.**

As indicated in the "Environmental Setting" section above, there are no known archaeological resources within the City of Eastvale. As a result, adoption of the Eastvale 2040 General Plan would not directly affect archaeological resources. Although site-specific development proposals are not available at this time, the potential exists that grading and construction activities associated with future development could unearth previously unrecorded archaeological resources during ground disturbing activities based on the City's location between three Native American traditional territories (the Serrano of the San Bernardino Mountains, the Luiseño of the Perris-Elsinore region, and the Gabrielino of the San Gabriel Valley).

Archaeological sites are protected by a wide array of State policies and regulations under the California PRC; refer to the "Regulatory Framework" section above. Cultural resources are also recognized as nonrenewable and therefore receive protection under the California PRC and CEQA. In accordance with Eastvale Municipal Code Section 110.52.060, the City would review any major environmental issues associated with the individual development proposals, including the project's potential to impact archaeological resources. The City may also request additional studies to determine if implementation of the project would result in significant archaeological impacts.

To further protect archaeological resources, the proposed Eastvale 2040 General Plan Open Space and Conservation Element and Natural Resources Element include Policy CO-5.2, which protects the community's cultural and aesthetic characters, and Policy NR-5.2, which prioritizes conservation actions that demonstrate multiple resource preservation benefits, such as biology, climate change adaptation and resiliency, hydrology, cultural, scenic, and community character. Proposed Policy CO-6.4 would require a Phase I Cultural Resources Assessment for new development proposals which occur on native soils. This would ensure that archaeologically sensitive sites are appropriately assessed and mitigated. With implementation of applicable laws, policies and the preapplication review process, impacts causing a substantial adverse change in the significance of an archaeological resource would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

HUMAN REMAINS

Impact 3.3-3	**The project would not have the potential to disturb human remains, including those interred outside of formal cemeteries. Impacts would be less than significant.**

The City of Eastvale is a highly developed area, with very little vacant land available for development. However, future development that does occur on vacant land has the potential to disturb human remains. In the event human remains are found, those remains would require proper treatment, in accordance with applicable laws. CHSC Sections 7050.5-7055 describe the general provisions for human remains.

Specifically, CHSC Section 7050.5 describes the actions that must be taken if any human remains are accidentally discovered during excavation of a site. As required by State law, the requirements and procedures set forth in Section 5097.98 of the California PRC would be implemented, including notification of the County Coroner, notification of the NAHC and consultation with the individual identified by the NAHC to be the "most likely descendant."

If human remains are found during excavation, excavation must stop in the vicinity of the find, as well as any area that is reasonably suspected to overlay adjacent remains, until the County coroner has been called out, the remains have been investigated, and appropriate recommendations have been made for the treatment and disposition of the remains. Following compliance with existing State regulations, which detail the appropriate actions in the event human remains are encountered, impacts in this regard would be considered **less than significant**.

Mitigation Measure: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.3-4	**The project would not have the potential to result in a significant cumulative impact related to historical or archaeological resources or human remains. Impacts would be less than cumulatively considerable.**

As discussed, Eastvale is a highly developed area with limited undisturbed open space. However, potential unrecorded historical and archaeological sites may exist in Eastvale.

While there are no known recorded historical or archaeological resources located within the City, future construction of projects associated with the buildout of the Eastvale 2040 General Plan has the potential to uncover previously undiscovered resources. In particular, future

development could impact these resources through inadvertent destruction or removal resulting from grading, excavation, and/or construction activities. However, as discussed in impact Statements 3.3-1 and 3.3-2, the Eastvale 2040 General Plan contains policies that would protect unknown historical and archaeological resources, including the requirement of technical studies on project sites with native soils or structures that are 50 years of age or older.

As individual development proposals would be assessed and mitigated at a project-level basis, impacts to cultural resources would be sufficiently reduced and there would not be cumulative impacts relative to historical, archaeological, or human remains.

The Eastvale 2040 General Plan would not cause significant adverse effects on cultural resources in these areas because the land use designations limit the developmental potential from encroaching on the Santa Ana Riverfront area.

With conformance to applicable Federal, State, and local regulations, combined with the evaluation of resource significance and implementation of mitigation measures in compliance with applicable legislation, it is anticipated that cumulative development projects would be adequately addressed and impacts on historical and archaeological resources and/or human remains would be reduced to the extent feasible.

Therefore, the project's contribution to cumulative cultural resources impacts is considered **less than cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

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Section 3.4
Energy and Greenhouse Gases

This section evaluates greenhouse gas (GHG) emissions associated with the proposed project and analyzes project compliance with applicable regulations, and also assesses the potential for impacts related to energy consumption and energy plan consistency. Consideration of the project's consistency with applicable plans, policies, and regulations, as well as the introduction of new sources of GHGs, is included in this section. The analysis in this section is based on the modeling data prepared by Michael Baker International (June 2023); refer to Appendix B, *Air Quality, Energy and Greenhouse Gas Data*.

ENVIRONMENTAL SETTING

Climate Change

The City of Eastvale is located in the South Coast Air Basin (Basin). The Basin is a 6,600-square-mile area bounded by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. The Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, in addition to the San Gorgonio Pass area in Riverside County. The Basin's terrain and geographical location (i.e., a coastal plain with connecting broad valleys and low hills) determine its distinctive climate.

The general region lies in the semi-permanent high-pressure zone of the eastern Pacific. The climate is mild and tempered by cool sea breezes. The usually mild climatological pattern is interrupted infrequently by periods of extremely hot weather, winter storms, or Santa Ana winds. The extent and severity of the air pollution problem in the Basin is a function of the area's natural physical characteristics (weather and topography), as well as man-made influences (development patterns and lifestyle). Factors such as wind, sunlight, temperature, humidity, rainfall, and topography all affect the accumulation and/or dispersion of pollutants throughout the Basin.

Scope Of Analysis for Climate Change

The study area for climate change and the analysis of GHG emissions is broad as climate change is influenced by world-wide emissions and their global effects. However, the study area is also limited by the CEQA Guidelines [Section 15064(d)], which directs lead agencies to consider an "indirect physical change" only if that change is a reasonably foreseeable impact which may be caused by the project.

The baseline against which to compare potential impacts of the project includes the natural and anthropogenic drivers of global climate change, including world-wide GHG emissions from human activities that have grown more than 70 percent between 1970 and 2004. The State of

California is leading the nation in managing GHG emissions. Accordingly, the impact analysis for this project relies on guidelines, analyses, policy, and plans for reducing GHG emissions established by the California Air Resources Board (CARB).

Global Climate Change – Greenhouse Gases

The natural process through which heat is retained in the troposphere is called the "greenhouse effect." The greenhouse effect traps heat in the troposphere through a threefold process as follows: Short wave radiation emitted by the sun is absorbed by the earth; the earth emits a portion of this energy in the form of long wave radiation; and GHG in the upper atmosphere absorb this long wave radiation and emit this long wave radiation into space and toward the earth. This "trapping" of the long wave (thermal) radiation emitted back toward the earth is the underlying process of the greenhouse effect.

The most abundant GHGs are water vapor and carbon dioxide (CO_2). Many other trace gases have greater ability to absorb and re-radiate long wave radiation; however, these gases are not as plentiful. For this reason, and to gauge the potency of GHGs, scientists have established a global warming potential (GWP) for each GHG based on its ability to absorb and re-radiate long wave radiation. GHGs normally associated with development projects include the following:

- Water Vapor (H_2O). Although water vapor has not received the scrutiny of other GHGs, it is the primary contributor to the greenhouse effect. Natural processes, such as evaporation from oceans and rivers, and transpiration from plants, contribute 90 percent and 10 percent of the water vapor in our atmosphere, respectively. The primary human related source of water vapor comes from fuel combustion in motor vehicles; however, it does not contribute a significant amount (less than 1 percent) to atmospheric concentrations of water vapor. The Intergovernmental Panel on Climate Change (IPCC) has not determined a GWP for water vapor.

- Carbon Dioxide (CO_2). Carbon dioxide is primarily generated by fossil fuel combustion in stationary and mobile sources. Due to the emergence of industrial facilities and mobile sources in the past 250 years, CO_2 emissions from fossil fuel combustion increased by a total of 3.7 percent between 1990 and 2018 (USEPA 2020). Carbon dioxide is the most widely emitted GHG and is the reference gas (GWP of 1) for determining GWPs for other GHGs.

- Methane (CH_4). Methane is emitted from biogenic sources, incomplete combustion in forest fires, landfills, manure management, and leaks in natural gas pipelines. The United States' top three methane sources are landfills, natural gas systems, and enteric fermentation. Methane is the primary component of natural gas, used for space and water heating, steam production, and power generation. The GWP of methane is 25.

- Nitrous Oxide (N_2O). Nitrous oxide is produced by both natural and human related sources. Primary human related sources include agricultural soil management, animal manure management, sewage treatment, mobile and stationary combustion of fossil fuels, adipic acid production, and nitric acid production. The GWP of nitrous oxide is 298.

- Hydrofluorocarbons (HFCs). Typically used as refrigerants for both stationary refrigeration and mobile air conditioning, use of HFCs for cooling and foam blowing is increasing, as the continued phase out of chlorofluorocarbons (CFCs) and HCFCs gains momentum. The 100-year GWP of HFCs range from 12 for HFC-161 to 14,800 for HFC-23.

- Perfluorocarbons (PFCs). PFCs are compounds consisting of carbon and fluorine and are primarily created as a byproduct of aluminum production and semiconductor manufacturing. PFCs are potent GHGs with a GWP several thousand times that of CO_2, depending on the specific PFC. Another area of concern regarding PFCs is their long atmospheric lifetime (up to 50,000 years). The GWP of PFCs range from 7,390 to 12,200.

- Sulfur hexafluoride (SF_6). SF_6 is a colorless, odorless, nontoxic, nonflammable gas. SF_6 is the most potent GHG that has been evaluated by the IPCC with a GWP of 22,800. However, its global warming contribution is not as high as the GWP would indicate due to its low mixing ratio compared to CO_2 (4 parts per trillion [ppt] in 1990 versus 365 ppm, respectively).

In addition to the six major GHGs discussed above (excluding water vapor), many other compounds have the potential to contribute to the greenhouse effect. Some of these substances were previously identified as stratospheric ozone (O_3) depletors; therefore, their gradual phase out is currently in effect. The following is a listing of these compounds:

- Hydrochlorofluorocarbons (HCFCs). HCFCs are solvents, similar in use and chemical composition to CFCs. The main uses of HCFCs are for refrigerant products and air conditioning systems. As part of the Montreal Protocol, all developed countries that adhere to the Montreal Protocol are subject to a consumption cap and gradual phase out of HCFCs. The United States is scheduled to achieve a 100 percent reduction to the cap by 2030. The 100-year GWPs of HCFCs range from 77 for HCFC-123 to 2,310 for HCFC-142b.

- 1,1,1 trichloroethane. 1,1,1 trichloroethane or methyl chloroform is a solvent and degreasing agent commonly used by manufacturers. The GWP of methyl chloroform is 146 times that of CO_2.

- Chlorofluorocarbons (CFCs). CFCs are used as refrigerants, cleaning solvents, and aerosols spray propellants. CFCs were also part of the U.S. Environmental Protection Agency's

(EPA) Final Rule (57 Federal Register [FR] 3374) for the phase out of O_3 depleting substances. Currently, CFCs have been replaced by HFCs in cooling systems and a variety of alternatives for cleaning solvents. Nevertheless, CFCs remain suspended in the atmosphere contributing to the greenhouse effect. CFCs are potent GHGs with 100-year GWPs ranging from 4,750 for CFC-11 to 14,400 for CFC-13.

Emissions Inventory

The United States is the second largest emitter of GHG globally (behind China) and emitted approximately 6.3 billion metric tons of carbon dioxide equivalent ($MTCO_2e$) in 2021, not including GHG absorbed by forests and agricultural land. The largest source of GHG in the United States (28.5 percent) comes from burning fossil fuels for transportation. Electrical power generation accounted for the second largest portion (25 percent) and industrial emissions accounted for the third largest portion (23.5 percent) of U.S. GHG emissions. Agriculture accounted for 10 percent of the U.S. emission, and commercial and residential accounted for 12.7 percent.[1]

In 2020 (the most recently available data), California emitted 369.2 million $MTCO_2e$ of GHG, below the AB 32 2020 target of 431 million $MTCO_2e$. Emissions vary from year-to-year depending on the weather and other factors, but California has achieved the AB 32 2020 target every year since 2016 and will continue to implement its GHG reductions program to ensure the State remains on track to meet its climate targets in 2020 and beyond. These reductions come while California's economy grows and continues to generate jobs. According to the California Greenhouse Gas Emission Inventory-2022 Edition by the CARB, transportation was the single largest source of the State's GHG emissions and accounted for 38 percent of the Statewide total. California's industrial sector generated 23 percent of the State's GHG total and electricity generation (including electricity generated out-of-State but used in California) was responsible for 16 percent of the GHG total. The agricultural sector at nine percent, residential and commercial sector at 14 percent, and waste and High GWP accounted for the remaining GHG emissions.[2]

[1] United States Environmental Protection Agency, *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2021*, https://www.epa.gov/system/files/documents/2023-04/US-GHG-Inventory-2023-Main-Text.pdf, accessed on June 5, 2023.

[2] CARB (California Air Resource Board). *California Greenhouse Gas Emissions for 2000-2020*, dated October 26, 2022 https://ww2.arb.ca.gov/sites/default/files/classic/cc/inventory/2000-2020_ghg_inventory_trends.pdf, accessed on June 5, 2023.

Energy

Electricity

Electricity as a utility is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts (W) while energy use is measured in watt-hours (Wh). For example, if a light bulb has a capacity rating of 100 W, the energy required to keep the bulb on for 1 hour would be 100 Wh. If ten 100 W bulbs were on for 1 hour, the energy required would be 1,000 Wh or 1 kilowatt-hour (kWh). On a utility-scale, a generator's capacity is typically rated in megawatts (MW), which is one million watts, while energy use is measured in megawatt-hours (MWh) or gigawatt-hours (GWh), which is one billion watt-hours.

Southern California Edison (SCE) currently provides electrical services to the project area. SCE provides electricity to approximately 15 million people, 180 incorporated cities, 15 counties, 5,000 large businesses, and 280,000 small businesses throughout its 50,000-square-mile service area. SCE produces and purchases its energy from a mix of conventional and renewable generating sources. Table 3.4-1, *Energy Resources Used to Generate Electricity for SCE in 2021* shows the SCE electric power mix in 2021 compared to the statewide 2021 power mix.

Energy Use

Energy use is typically quantified using the British Thermal Unit (BTU). Total energy use in California was 7,359 trillion BTU in 2021 (the most recent year for which this specific data is available), which equates to an average of approximately 275 million BTU per capita.[3] Of California's total energy use, the breakdown by sector is approximately 39 percent transportation, 23 percent industrial, 19 percent commercial, and 20 percent residential. Electricity and natural gas in California are generally used by stationary sources such as

[3] U.S. Energy Information Administration, *California Energy Consumption Estimates, 2020, https://www.eia.gov/state/?sid=CA#tabs-1,* accessed June 5, 2023.

residential, commercial, and industrial uses, whereas petroleum use is generally accounted for by transportation-related energy use.[4]

Table 3.4-1: Energy Resources Used to Generate Electricity for SCE in 2021

Energy Resources	2021 SCE Power Mix	2021 CA Power Mix
Eligible Renewable	31.4%	33.6%
Biomass and Biowaste	<1%	2.3%
Geothermal	5.7%	4.8%
Eligible Hydroelectric	<1%	1.0%
Solar	14.9%	14.2%
Wind	10.2%	11.4%
Coal	0%	3%
Large Hydroelectric	2.3%	9.2%
Natural Gas	22.3%	37.9%
Nuclear	9.2%	9.3%
Other	<1%	<1%
Unspecified Sources of Power[1]	34.6%	6.8%
Total	**100%**	**100%**

Notes:
1. Unspecified power is electricity that has been purchased through open market transactions and is not traceable to a specific generation source.
Source: Southern California Edison, 2021 Power Content Label, https://www.sce.com/sites/default/files/custom-files/Web%20files/2021%20Power%20Content%20Label.pdf, accessed June 5, 2023.

Natural Gas

The Southern California Gas Company (SoCalGas) provides natural gas services to the Planning Area. Natural gas is a hydrocarbon fuel found in reservoirs beneath the earth's surface and is composed primarily of methane (CH_4). It is used for space and water heating, process heating and electricity generation, and as transportation fuel. Use of natural gas to generate electricity is expected to increase in the coming years as it is a relatively clean alternative to other fossil fuels, such as oil and coal.

In California and throughout the western United States, many new electrical generation plants fired by natural gas are being brought online. Thus, there is great interest in importing liquefied natural gas from other parts of the world. Nearly 45 percent of natural gas burned in California was used for electricity generation.[5] While the supply of natural gas in the United States and

[4] Ibid.

[5] California Energy Commission, *Supply and Demand of Natural Gas in California*, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, accessed June 5, 2023.

production has increased greatly, California produces little and imports 90 percent of its natural gas.[6]

SoCalGas delivers energy to 21.1 million consumers through 5.9 million meters in more than 500 communities. Its service territory encompasses approximately 24,000 square miles in diverse terrain throughout Central and Southern California, from Visalia to the Mexican border.[7]

Transportation Fuel

California's transportation sector uses approximately one-half of the energy consumed in the State. In 2022, Californians consumed approximately 13.9 billion gallons of gasoline including aviation fuel and 3.1 billion gallons of diesel fuel.[8] As shown in Table 3.4-2, *Automotive Fuel Consumption in Riverside County 2012-2022*, Error! Reference source not found.on-road automotive fuel consumption increased from 2013 to 2019 but is projected to decrease to less than the consumption amounts of 2019 in 2023. Riverside County's heavy-duty diesel fuel consumption has increased since 2012.

Table 3.4-2: Automotive Fuel Consumption in Riverside County 2012-2022

Year	On-Road Automotive Fuel Consumption (Gallons)	Heavy-Duty Vehicle/Diesel Fuel Consumption (Gallons)
2012	698,423,142	159,553,841
2013	705,934,225	168,099,090
2014	719,058,302	170,940,611
2015	748,674,340	171,918,842
2016	773,544,264	181,799,750
2017	788,593,982	192,207,789
2018	792,515,168	189,425,953
2019	797,601,280	190,692,580
2020	681,728,529	199,734,852
2021	774,526,127	203,588,166
2022	775,477,014	206,844,246
2023 (Estimate)	772,904,095	209,883,474

Source: CARB, EMFAC2021, accessed June 6, 2023.

6 California Energy Commission, Supply and Demand of Natural Gas in California, https://www.energy.ca.gov/data-reports/energy-almanac/californias-natural-gas-market/supply-and-demand-natural-gas-california, June 5, 2023.

7 Southern California Gas Company, *Company Profile*, https://www.socalgas.com/about-us/company-profile, accessed June 3, 2023.

8 California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons*, https://www.cdtfa.ca.gov/taxes-and-fees/spftrpts.htm, accessed June 6, 2023.

REGULATORY FRAMEWORK

Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

U.S. Environmental Protection Agency Endangerment Finding

The U.S. Environmental Protection Agency (EPA) authority to regulate GHG emissions stems from the U.S. Supreme Court decision in *Massachusetts v. EPA* (2007). The Supreme Court ruled that GHGs meet the definition of air pollutants under the existing Clean Air Act and must be regulated if these gases could be reasonably anticipated to endanger public health or welfare. Responding to the Court's ruling, the EPA finalized an endangerment finding in December 2009. Based on scientific evidence it found that six GHGs (CO_2, CH_4, N_2O, HFCs, perfluorocarbons [PFCs], and sulfur hexafluoride [SF_6]) constitute a threat to public health and welfare. Thus, it is the Supreme Court's interpretation of the existing act and the EPA's assessment of the scientific evidence that form the basis for the EPA's regulatory actions.

Federal Clean Air Act and Vehicle Standards

In response to *Massachusetts v. U.S. Environmental Protection Agency*, the U.S. Supreme Court ruling which directed the EPA to determine whether GHG emissions from new motor vehicles cause or contribute to air pollution that may reasonably be anticipated to endanger public health or welfare, or whether the science is too uncertain to make a reasoned decision, the George W. Bush Administration issued Executive Order 13432 in 2007 directing the EPA, the Department of Transportation, and the Department of Energy to establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines.

In 2009, the EPA found that elevated concentrations of GHGs in the atmosphere threaten the public health and welfare of current and future generations and that the combined emissions of GHGs from new motor vehicles and new motor vehicle engines contribute to the GHG air pollution that endangers public health and welfare. These two findings were necessary to establish the foundation for Federal regulation of GHGs from new motor vehicles as air pollutants under Section 202(a) of the Clean Air Act (42 USC § 7401).

In 2010, President Barack Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and National Highway Traffic Safety Administration

(NHTSA) to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, the EPA and NHTSA proposed stringent, coordinated Federal GHG and fuel economy standards for light-duty vehicles. However, in 2018 (during the administration of President Trump), the EPA and NHTSA proposed to amend certain fuel economy and GHG standards for passenger cars and light trucks. Compared to maintaining the post-2020 standards then in place, the 2018 proposal increased U.S. fuel consumption by about half a million barrels per day (2 to 3 percent of total daily consumption, according to the Energy Information Administration) and would impact the global climate by 3/1000th of one degree Celsius by 2100.

In 2019, the EPA and NHTSA published the final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program (84 FR 51310), which revoked California's authority to set its own GHG emissions standards and set zero-emission vehicle (ZEV) mandates in California. The EPA and NHTSA subsequently issued the Part Two Rule in 2020, which set less aggressive CO_2 emissions standards and corporate average fuel economy standards for passenger vehicles and light-duty trucks. In 2021, President Joe Biden issued Executive Order 13990, Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis, which called for review of both parts of the SAFE Vehicles Rule. The NHTSA concluded that the SAFE Rule overstepped the agency's legal authority and established overly broad prohibitions that did not account for a variety of important State and local interests. The final rule adopted by the NHTSA ensures that the SAFE Rule will no longer form an improper barrier to states exploring creative solutions to address their local communities' environmental and public health challenges.

Additionally, in 2021, the EPA finalized its revisions to the Federal GHG emissions standards for passenger cars and light-duty trucks. These standards have been described as the "strongest vehicle emissions standards ever established for the light-duty vehicle sector" and are expected to result in the avoidance of more than 3 billion tons of GHG emissions through 2050.[9] At the same time, the EPA also announced its intent to initiate a separate rulemaking to establish multi-pollutant emissions standards to transition the Federal government's passenger vehicle fleet to a zero-emissions fleet consistent with Executive Order 14057, which sets a path for reducing GHG emissions across Federal operations, investing in clean energy industries and manufacturing, and creating clean, healthy, and resilient communities to achieve carbon neutrality by 2050.

[9] US Environmental Protection Agency, *Final Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026,* https://www.epa.gov/regulations-emissions-vehicles-and-engines/final-rule-revise-existing-national-ghg-emissions, accessed June 4, 2023.

Energy Independence and Security Act of 2007

The Energy Independence and Security Act (EISA; Public Law 110-140) is intended to achieve energy security in the United States by increasing renewable fuel production, improving energy efficiency and performance, protecting consumers, improving vehicle fuel economy, and promoting research on greenhouse gas (GHG) capture and storage. Under the EISA, the Renewable Fuel Standards (RFS) program was expanded in several key ways:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel, and set separate volume requirements for each one; and
- EISA required the USEPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHG than the petroleum fuel it replaces.

RFS lays the foundation for achieving significant reductions of GHG from the use of renewable fuels, for reducing imported petroleum, and encouraging the development and expansion of the nation's renewable fuels sector. The EISA also includes a variety of new standards for lighting and for residential and commercial appliance equipment. The equipment includes residential refrigerators, freezers, refrigerator-freezers, metal halide lamps, and commercial walk-in coolers and freezers. Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of “green jobs.”

State

Various statewide and local initiatives to reduce the State’s contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term.

California’s Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the California Energy Commission (CEC) established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as Title 24, California’s energy efficiency standards for residential

and nonresidential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

Additionally, the California Green Building Standards Code (CALGreen) (California Code of Regulations, Title 24, Part 11) is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

California Public Utilities Commission Energy Efficiency Strategic Plan

The CPUC Energy Efficiency Strategic Plan (2008) is intended to promote energy efficiency and a reduce GHG emissions. The Strategic Plan is California's single roadmap to achieving maximum energy savings in the State between 2009 and 2020, and beyond 2020. The Strategic Plan is the result of a year-long collaboration by energy experts, utilities, businesses, consumer groups, and governmental organizations in California, throughout the west, nationally, and internationally, and contains the practical strategies and actions to attain significant statewide energy savings. The plan includes the following strategies:

- All new residential construction in California will be zero net energy by 2020;
- All new commercial construction in California will be zero net energy by 2030;
- Heating, ventilation and air condition (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate; and
- All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.

California Energy Commission Integrated Energy Policy Report

SB 1389 (2002) requires the CEC to develop an *Integrated Energy Policy Report* (IEPR) every two years. SB 1389 requires the CEC to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and use these assessments and forecasts to develop energy policies that conserve resources, protect the environment, ensure energy reliability, enhance the State's economy, and protect public health and safety.

The CEC adopted the *2022 Integrated Energy Policy Report Update* (2022 IEPR Update) in 2023. The 2022 IEPR Update provides the results of the CEC's assessments of a variety of energy issues facing California, many of which will require action if the State is to meet its climate, energy, air quality, and other environmental goals while maintaining reliability and controlling costs. Overall, the recent IEPRs identifies actions the State and others can take that would strengthen energy resiliency, reduce GHG emissions that contribute to climate change, improve air quality, and contribute to a more equitable future.

Executive Order S-1-07

Executive Order S-1-07 proclaims that the transportation sector is the main source of GHG emissions in California, generating more than 40 percent of statewide emissions. It establishes a goal to reduce the carbon intensity of transportation fuels sold in California by at least ten percent by 2020. This order also directs CARB to determine whether this Low Carbon Fuel Standard (LCFS) could be adopted as a discrete early-action measure as part of the effort to meet the mandates in AB 32. The development of the 2017 Scoping Plan Update has identified the LCFS as a regulatory measure to reduce GHG emissions to meet the 2030 emissions target. In calculating statewide emissions and targets, the 2017 Scoping Plan Update has assumed the LCFS be extended to an 18-percent reduction in carbon intensity beyond 2020. On September 27, 2018, CARB approved a rulemaking package that amended the Low Carbon Fuel Standard to relax the 2020 carbon intensity reduction from 10 percent to 7.5 percent and to require a carbon intensity reduction of 20 percent by 2030.

Executive Order S-3-05

Executive Order S-3-05 (2005) set forth a series of target dates by which statewide emissions of GHGs would be progressively reduced: the State would reduce GHG emissions to 2000 levels by 2010; reduce GHG emissions to 1990 levels by 2020; and ultimately reduce GHG emissions to 80 percent below 1990 levels by 2050. The Executive Order directed the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels and submit annual report cards to the governor and California State legislature describing the progress made toward the emissions targets, the impacts of global climate change

on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the Executive Order, CalEPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team releases annual Climate Action Team Report Cards tracking the GHG emission reduction strategies progress by documenting the effectiveness of the measures implemented to reduce GHG emissions in California and from each of the State agencies' operations.[10] The GHG reduction targets are achieved by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Executive Order S-13-08

Executive Order S-13-08 seeks to enhance the State's management of climate impacts including sea level rise, increased temperatures, shifting precipitation, and extreme weather events by facilitating the development of the State's first climate adaptation strategy. This Executive Order results in consistent guidance from experts on how to address climate change impacts in the State of California.

Executive Order S-14-08

Executive Order S-14-08 expands the State's Renewable Energy Standard to 33 percent renewable power by 2020. Additionally, Executive Order S-21-09 (2009) directs CARB to adopt regulations requiring 33 percent of electricity sold in the State come from renewable energy by 2020. CARB adopted the "Renewable Electricity Standard" in 2010, which requires 33 percent renewable energy by 2020 for most publicly owned electricity retailers.

Assembly Bill 1493

AB 1493 (also known as the Pavley Bill) requires that CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross

[10] California Environmental Protection Agency, Climate Action, 2023, https://calepa.ca.gov/climate-action/, accessed June 6, 2023.

vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. The near-term standards were intended to achieve a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards were intended to achieve a reduction of about 30 percent.

Assembly Bill 32 (California Global Warming Solutions Act of 2006)

California passed the California Global Warming Solutions Act of 2006 (AB 32; *California Health and Safety Code* Division 25.5, Sections 38500 - 38599) to establish regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 specifies that regulations adopted in response to AB 1493 should be used to address GHG emissions from vehicles. However, AB 32 also includes language stating that if the AB 1493 regulations cannot be implemented, then CARB should develop new regulations to control vehicle GHG emissions under the authorization of AB 32.

Senate Bill 32 (SB 32)

SB 32 (2016) codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Senate Bill 100 (SB 100)

SB 100 (Chapter 312, Statutes of 2018) requires that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt-hours (kWh) of those products sold to their retail end-use customers achieve 44 percent of retail sales by December 31, 2024, 52 percent by December 31, 2027, 60 percent by December 31, 2030, and 100 percent by December 31, 2045. The bill would require the California Public Utilities Commission (CPUC), CEC, State board, and all other State agencies to incorporate that policy into all relevant planning. In addition, SB 100 would require the CPUC, CEC, and State board to utilize programs authorized under existing statutes to achieve that policy and, as part of a public process, issue a joint report to the Legislature by January 1, 2021, and every 4 years thereafter, that includes specified information relating to the implementation of the policy.

CARB Scoping Plan

AB 32 also requires CARB to develop a Scoping Plan, which functions as a roadmap to achieve the California GHG reductions required by AB 32 through subsequently enacted regulations. Updated at least once every five years, CARB's Scoping Plan contains strategies and policies California would implement to reduce the projected 2020 "Business as Usual" (BAU) emissions to 1990 levels, as required by AB 32. Since 2008, there have been three updates to the Scoping Plan. Each update builds upon the previous plans' policies to help the State achieve its GHG emissions reduction targets while leveraging new and existing programs with the primary goal to reduce harmful air pollution. On December 15, 2022, CARB released the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan), which identifies the strategies to achieving carbon neutrality by 2045 or earlier. The 2022 Scoping Plan contains strategies that build on existing GHG reductions, technology, and clean energy programs and integrates equity and environmental justice to ensure that vulnerable communities are not disproportionately affected by climate change. The 2022 Scoping Plan was developed to achieve carbon neutrality by 2045 through a substantial reduction in fossil fuel dependence, while at the same time increasing deployment of efficient non-combustion technologies and distribution of clean energy. The plan would also reduce emissions of SLCPs and would include CO_2 capture and sequestration actions from natural and working lands using mechanical and nature-based strategies. Under the 2022 Scoping Plan, by 2045, California aims to cut GHG emissions by 85 percent below 1990 levels, reduce smog-forming air pollution by 71 percent, reduce the demand for liquid petroleum by 94 percent compared to current usage, improve health and welfare, and create millions of new jobs. This plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, this plan:

- Identifies a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identifies a technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focuses on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrates equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporates the contribution of natural and working lands (NWL) to the State's GHG emissions, as well as their role in achieving carbon neutrality.

- Relies on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.
- Evaluates the substantial health and economic benefits of taking action.
- Identifies key implementation actions to ensure success.

Senate Bill 375

SB 375 (Chapter 728, Statutes of 2008) aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires MPOs to adopt a sustainable communities strategy (SCS) or alternative planning strategy (APS) that integrates land use and transportation strategies in that MPOs regional transportation plan in order to achieve GHG emissions reductions targets. CARB, in consultation with MPOs, would provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets would be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets.

Regional and Local

Western Riverside County Sustainability Framework

The Western Riverside Council of Governments (WRCOG) completed a Sustainability Framework in December 2012 to provide a starting point for dialogue about sustainability and its importance to the region and outline a vision and goals for quality of life in Western Riverside County. The sustainability framework consists of six core components:

- Economic Development
- Education
- Health
- Transportation
- Water and Wastewater
- Energy and the Environment

The Sustainability Framework deals with each component individually, but also recognizes that these six areas overlap a great deal. The following are the goals related to GHG reduction strategies:

Energy and Environment

GOAL 1: Energy Efficiency Programs: Develop and support programs to reduce energy use and GHG emissions.

GOAL 2: Climate Action Planning: Provide assistance to the region on climate action planning and implementation.

GOAL 3: Air Quality Improvements: Partner with State and regional agencies to advocate and support efforts for cleaner air.

GOAL 4: Environment Conservation and Enhancement: Support regional plans and programs to maintain or improve the quality of the natural environment.

GOAL 5: Local Food Production: Advocate for and support regional efforts to maintain access to local food sources.

Water

GOAL 1: Agency Coordination: Advocate for and support regional, State, and Federal initiatives pertinent to the mission of the Riverside County Water Task Force.

GOAL 2: Water Reliability: Advocate for and support efforts of local water districts to ensure long-term reliability of water supply for Western Riverside County.

GOAL 3: Water Quality: Preserve and improve regional water quality.

GOAL 4: Water Efficiency: Serve as a communication link and information clearinghouse on water efficiency issues for the benefit of member agencies, businesses, and residents.

2021 WRCOG Subregional Climate Action Plan Update

The Climate Action Plan (CAP) Update will include a comprehensive update to GHG inventories and GHG emissions reduction strategies for all sectors and establishes GHG targets for the years 2030 and 2050 for all WRCOG member jurisdictions. The CAP Update has not been completed or adopted yet at the time that this document is prepared. The updated measures will be organized into five categories: Energy, Transportation, Solid Waste, Water and Wastewater, and Agriculture. Solid waste measures will be expanded to include composting and organics collection. Water measures will include an include in the use of recycled water use. New agricultural measures will focus on support local farms and sustainable food production; Increase number of urban farms and community gardens; increase number of local farmer markets.

Each measure will include estimated GHG reduction potential, cost effectiveness, and co-benefits. The GHG Reduction Potential and Cost-Effectiveness indicators are estimated as low, medium, or high. The co-benefits are summarized into four categories:

- **Resilience**: Reduction in exposure to pollutants and toxics in the air, water, or soil; Improvement in ecosystem resilience; or Efficiency of or reuse of limited resources.
- **Cost Savings:** Households, businesses, and municipal buildings may expect to see a reduction in utility costs; or Cost savings result from avoided increases in GHGs.
- **Local Jobs:** Increased opportunities for employment in green sectors, such as solar installation or building retrofitting; Increased income for higher skilled jobs in green sectors; Reduction in unemployment rates; or Reduction of greenhouse gas emissions from decreasing commute times through local job creation.
- **Community Health:** Reduction in asthma, cardiovascular, or other disease incidence and mortality; Increased access to health-promoting amenities like public parks, open space, and urban greening; Increases in physical activity; or Reduction of healthcare costs for residents living in healthier communities.

Western Riverside Energy Partnership

The Western Riverside Energy Partnership (WREP) is a local government partnership between SCE, SoCalGas, and 14 jurisdictions in the WRCOG subregion, designed to achieve energy savings, reduce utility bills, and enhance the level of comfort in municipal, commercial, and residential buildings. The WREP promotes energy efficiency by increasing community awareness and participation in energy efficiency, demand response, and self-generation programs. WREP assists businesses in addressing the specific challenges of reducing energy usage, lowering utility bills, cutting GHG emissions, and educating tenants, management, and facility operations personnel.

Strategic Growth Council's Affordable Housing and Sustainable Communities Program

Strategic Growth Council's Affordable Housing and Sustainable Communities Program (AHSC) builds healthier communities and protects the environment by increasing the supply of affordable places to live near jobs, stores, transit, and other daily needs through the creation of funding opportunities. Personal vehicle use is, by far, the most significant source of greenhouse gas emissions in California. AHSC reduces these emissions by funding projects that make it easier for residents to get out of their cars and walk, bike, or take public transit. The top recommended GHG reduction strategies in order of importance are as follows:

1. Housing

- Increase the total number of units in a project
- Increase the dwelling units per acre (over the program requirements)
- Include mixed use development

2. Parking
   - Reduce below standard Institute of Transportation Engineers parking rates
   - Unbundle housing and parking costs
3. New Transit Service
   - Include a vehicle purchase to capture GHG reduction
4. Active Transportation Infrastructure
   - Add new bike lanes
   - Add new pedestrian paths
   - Include a bike share station
5. Transit Subsidies
   - Provide deeper subsidies to increase GHG reduction
6. Other Sustainable Transportation Infrastructure
   - Include traffic calming measures such as: curb extensions, marked crosswalks, on-street parking, etc.

Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy)

The Regional Council of the Southern California Association of Governments (SCAG) formally adopted the *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal* (2020–2045 RTP/SCS) in 2020. The SCS portion of the 2020-2045 RTP/SCS highlights strategies for the region to reach the regional target of reducing GHGs from autos and light-duty trucks by 8 percent per capita by 2020, and 19 percent by 2035 (compared to 2005 levels). Specially, these strategies are to focus growth near destinations and mobility options; promote diverse housing choices; leverage technology innovations; support implementation of sustainability policies; and promote a green region.

Furthermore, the 2020-2045 RTP/SCS discusses a variety of land use tools to help achieve the State-mandated reductions in GHG emissions through reduced per capita vehicle miles traveled (VMT). Some of these tools include center focused placemaking, focusing on priority growth areas, job centers, transit priority areas, as well as high quality transit areas and green regions.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to greenhouse gas emissions or energy if it would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; or
2. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The proposed project would have a significant impact related to energy if it would:

1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
2. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

There are currently no established quantitative thresholds adopted by an agency with subject matter expertise (i.e., CARB) for assessing whether the GHG emissions of a project, such as implementation of the Eastvale 2040 General Plan, would be considered a cumulatively considerable contribution to global climate change.[11] However, all reasonable efforts should be made to minimize a project's contribution to global climate change. In addition, while GHG impacts are recognized exclusively as cumulative impacts, GHG emissions impacts must also be evaluated on a project-level under CEQA.[12]

The CEQA Guidelines do not prescribe specific methodologies for performing an assessment, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Guidelines emphasize the lead agency's discretion to determine the appropriate methodologies and thresholds of significance consistent with the manner in which

[11] California Natural Resources Agency, *Final Statement of Reasons for Regulatory Action, pp. 11-13, 14, 16*, dated December 2009; see also Letter from Cynthia Bryant, Director of the Office of Planning and Research to Mike Chrisman, Secretary for Natural Resources, https://planning.lacity.org/eir/CrossroadsHwd/deir/files/references/C01.pdf, dated April 13, 2009.

[12] 14 CCR § 15064(h)(3).

other impact areas are handled in CEQA. The Governor's Office of Planning and Research's Technical Advisory, titled "Discussion Draft CEQA and Climate Change Advisory," states that

> *"Neither the CEQA statute nor the CEQA Guidelines prescribe thresholds of significance or particular methodologies for perming an impact analysis. This is left to lead agency judgment and discretion, based upon factual data and guidance from regulatory agencies and other sources where available and applicable…Even in the absence of clearly defined thresholds for greenhouse gas emissions, such emissions must be disclosed and mitigated to the extent feasible whenever the lead agency determines that the project contributes to a significant, cumulative climate change impact."*[13]

Furthermore, the advisory document indicates that "in the absence of regulatory standards for GHG emissions or other scientific data to clearly define what constitutes a 'significant impact,' individual lead agencies may undertake a project-by-project analysis, consistent with available guidance and current CEQA practice." Section 15064.7(c) of the CEQA Guidelines specifies that "when adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence."

The City of Eastvale has not adopted a numerical significance threshold for assessing impacts related to GHG emissions. Similarly, the South Coast Air Quality Management District (SCAQMD), Office of Planning and Research (OPR), CARB, California Air Pollution Control Officers Association (CAPCOA), or any other State or regional agency has not adopted a numerical significance threshold for assessing GHG emissions that is applicable to the Eastvale 2040 General Plan. Since there is no applicable adopted or accepted numerical threshold of significance for GHG emissions, the methodology for evaluating Eastvale 2040 impacts related to GHG emissions focuses on its consistency with statewide, regional, and local plans adopted for the purpose of reducing and/or mitigating GHG emissions.

The analysis also calculates the amount of GHG emissions that would be attributable to the planning area using recommended air quality models, as described below. The primary purpose of quantifying the planning area's GHG emissions is to satisfy State CEQA Guidelines Section 15064.4(a), which calls for a good-faith effort to describe and calculate emissions. While no numerical thresholds of significance exist to evaluate the significance of an increase in GHG

[13] State of California, Governor's Office of Planning and Research, Discussion Draft CEQA and Climate Change Advisory, December 2018, https://opr.ca.gov/docs/20181228-Discussion_Draft_Climate_Change_Adivsory.pdf, accessed April 11, 2023.

emissions, projects that result in no net increase in GHG emissions would clearly not cause a significant impact related to GHG emissions.

As related to Impact 3.4-3, Appendix F of the CEQA Guidelines is an advisory document that assists EIR preparers in determining whether a project will result in the inefficient, wasteful, and unnecessary consumption of energy. The analysis under Impact 3.4-3 relies upon Appendix F of the CEQA Guidelines, which includes the following criteria to determine whether this threshold of significance is met:

- **Criterion 1**: The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal. If appropriate, the energy intensiveness of materials may be discussed.
- **Criterion 2**: The effects of the project on local and regional energy supplies and on requirements for additional capacity.
- **Criterion 3**: The effects of the project on peak and base period demands for electricity and other forms of energy.
- **Criterion 4**: The degree to which the project complies with existing energy standards.
- **Criterion 5**: The effects of the project on energy resources.
- **Criterion 6**: The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

Quantification of the Eastvale 2040 General Plan's energy usage is presented and addresses Criterion 1. The discussion on construction-related energy use focuses on Criteria 2, 4, and 5. The discussion on operational energy use is divided into transportation energy demand and building energy demand. The transportation energy demand analysis discusses Criteria 2, 4, and 6, and the building energy demand analysis discusses Criteria 2, 3, 4, and 5.

GHG Emission / Calculation Methodology

<u>Construction Emissions</u>

Construction of new development that could occur from adoption of the proposed Eastvale 2040 General Plan would have the potential to increase GHG emissions using heavy-duty construction equipment, such as excavators, cranes, and forklifts, and through vehicle trips generated from workers and haul trucks traveling to and from project sites.

The Eastvale 2040 General Plan is a planning-level document, and as such, there are no specific projects, project construction dates, or specific construction plans identified. Therefore,

quantification of GHG emissions associated with future development under the proposed Eastvale 2040 General Plan cannot be specifically determined at this time.

Operational Emissions

Operation of new development that could occur from adoption of the proposed Eastvale 2040 General Plan would generate GHG emissions from on-site operations such as natural gas combustion for heating/cooking, landscaping equipment and the use of consumer products. GHG emissions would also be generated by vehicle trips, electricity demand, water demand, wastewater generation, and solid waste decomposition.

Existing buildout conditions in the year 2022 (existing conditions) and future buildout conditions in the year 2040 (buildout conditions) due to implementation of the Eastvale 2040 General Plan's operational GHG emissions were estimated for area sources (consumer product use, architectural coatings, and landscape maintenance equipment), energy sources (electricity and natural gas), mobile sources, solid waste, and water and wastewater treatment. Operational year 2022 was used for existing conditions in the modeling, consistent with the baseline year. Operational impacts were assessed for the full project buildout year of 2040 using CalEEMod 2022.1.

It should be noted that although existing and future project associated with the implementation of Eastvale 2040 would include design features that could potentially reduce GHG emissions. However, as a conservative analysis, none of the features were accounted for in the CalEEMod modeling.

VMT data, which takes into account mode and trip lengths, is from the *Transportation Analysis – Eastvale General Plan Update* prepared by Michael Baker International, dated May 16, 2023 (Transportation Analysis), for both existing and future buildout Eastvale 2040 conditions. Existing VMT data was derived by linear interpolation using VMT data from 2018 and 2040. Emissions from motor vehicles are dependent on vehicle type. Thus, the emissions were calculated using a representative motor vehicle fleet mix for the region based on the CARB EMFAC2021 model and default fuel type. EMFAC2021 was used to generate emissions factors for operational mobile sources based on fuel type and vehicle class. However, traffic reduction policies within the Eastvale 2040 General Plan, which would further reduce VMT (such as connectivity in neighborhoods, transit-oriented developments, presence of bicycle and pedestrian facilities, and transportation demand management measures), is not fully reflected in the VMT and emissions CalEEMod modeling. Therefore, estimated mobile source emissions are conservatively higher.

CalEEMod provides conservative and representative default values (e.g., emission factors) for each emissions source type, so that the model may be used to estimate emissions once all project-specific and existing land use characteristics and information have been input into the

model. For new development, CalEEMod default values were used for area source emissions except that wood stoves and wood fireplaces were removed from the emissions calculations as they are not permitted within SCAQMD's jurisdiction for most new commercial and residential development per SCAQMD Rule 445 and no fireplaces are permitted in multi-family residential units.

Energy-related emissions are from the consumption of both electricity and natural gas. These emissions are both direct (e.g., building energy consumption) and indirect (e.g., produced off-site from energy production and water consumption [including water treatment and delivery]). Energy consumption emissions were calculated using the California Emissions Estimator Model (CalEEMod) and the proposed Eastvale 2040 General Plan land use data. Electricity would be provided to the planning area via SCE. Emission factors for SCE for existing conditions are based on the year 2022 and for future buildout conditions are based on the year 2040; refer to Appendix B for the assumptions and calculations used in this analysis.

PROJECT IMPACTS AND MITIGATION GREENHOUSE GAS EMISSIONS

Impact 3.4-1	**The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. Impacts would be less than significant.**

Impact Analysis

Because of the global nature of climate change, it is generally the case that an individual project is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory. GHG impacts are recognized as cumulative impacts. Often, estimates of GHG emissions are presented in CO_2e, which weighs each gas by its global warming potential. Expressing GHG emissions in CO_2e takes the contribution of all GHG emissions to the greenhouse effect and converts them to a single unit equivalent to the effect that would occur if only CO_2 were being emitted.

Construction Related Impacts

As stated above, the Eastvale 2040 General Plan is a planning level document and construction-related GHG emissions are typically site-specific and depend upon multiple variables. Quantifying individual future development's GHG emissions from short-term, temporary construction-related activities is not possible due to project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying construction-related GHG emissions would be impractical.

Furthermore, each future project developed under the proposed Eastvale 2040 General Plan would be required to comply with applicable EPA, CARB and SCAQMD emissions standards, rules, and be reviewed by the City to ensure that development occurs in a logical manner consistent with policies in the proposed project and that additional environmental review is conducted under CEQA, as needed. As such, construction GHG emissions were not quantified.

Operational Impacts

Operation of new development that could occur from adoption of the proposed Eastvale 2040 General Plan would generate GHG emissions from on-site operations such as natural gas combustion for heating/cooking, landscaping equipment and the use of consumer products. GHG emissions would also be generated off-site by vehicle trips, electricity demand, water demand, wastewater generation, and solid waste decomposition. Operational impacts were assessed for the full project buildout year of 2040, as well as for the existing land uses operating in future year 2040.

Direct project related GHG emissions include emissions from construction activities, area sources, mobile sources, and refrigerants, while indirect sources include emissions from energy consumption, water demand, and solid waste generation. CalEEMod was used to calculate direct and indirect project related GHG emissions. Table 3.4-3, *Estimated Annual Greenhouse Gas Emissions*, presents the estimated CO_2, N_2O, and CH_4 emissions of the existing uses and the proposed project. CalEEMod outputs are contained within Appendix B.

As shown in Table 3.4-3, the net decrease in operational emissions from existing conditions compared to the buildout conditions under the proposed Eastvale 2040 General Plan would be primarily due to the focus of Eastvale 2040 on infill development to help the City of Eastvale achieve an integrated land use mix that accommodates growth while reducing VMT and associated emissions, improvements in vehicle emissions standards, and improvements in building energy efficiency standards. Further, several policies are identified in the Eastvale 2040 General Plan which would reduce GHG emissions over time. Proposed Policy CO-8.1 would promote compact and efficient development to minimize vehicle miles traveled and greenhouse gas emissions. Policy CO-8.5 would actively promote and encourage opportunities for local economic development, education, housing, locally hiring, internships and employment from cradle to career so as to increase resident retention, improve and grow a strong local economy, achieve a positive jobs-housing match; retain critical educational resources and human capital, reduce regional commuting, gas consumption and greenhouse gas emissions and ensure equitable opportunities for all residents of the City and region to thrive.

Further, future new development under the proposed Eastvale 2040 General Plan would be required to undergo additional environmental review to ensure that development occurs in a logical manner consistent with policies under CEQA, as needed. Through each project's individual

environmental review process, potential impacts would be identified and compared against relevant thresholds. Individual projects that exceed the thresholds would be required to mitigate impacts to less than significance levels.

Therefore, as shown in Table 3.4-3, implementation of the proposed Eastvale 2040 General Plan would result in approximately 687,357.2 $MTCO_2e$/year compared to 861,020.2 $MTCO_2e$/year under existing conditions. As a result, Eastvale 2040 would result in a net decrease of approximately 173,663 $MTCO_2e$/year under full buildout conditions. Impacts would be **less than significant**.

Table 3.4-3: Estimated Annual Greenhouse Gas Emissions

Source	CO_2	CH_4	N_2O	Refrigerants	Total Metric Tons of CO_2e
	Metric Tons/year[1]				
Existing Conditions Emissions					
Direct Emissions					
Area Source	6,522.0	0.19	0.03	0.0	6,536.0
Mobile Source	464,605.0	13.1	19.7	994.0	471,790.0
Total Direct Emissions[2]	*471,127.0*	*13.29*	*19.7*	*994.0*	*478,326.0*
Indirect Emissions					
Energy	268,581.0	25.0	1.63	0.0	269,679.0
Solid Waste	11,687.0	1,168.0	0.00	0.0	40,890.0
Water Demand	42,252.0	927.0	22.0	0.0	72,085.0
Refrigerant	0.00	0.00	0.00	40.2	40.2
Total Indirect Emissions[2]	*322,520.0*	*2,119.5*	*23.9*	*40.2*	*382,694.2*
Total Existing Emissions[2]	***861,020.2 $MTCO_2e$/year***				
Proposed Project Emissions					
Direct Emissions					
Area Source	4,580	0.09	0.01	0.0	4,585.0
Mobile Source[4]	551,478	11.4	19.2	152	557,634.0
Total Direct Emissions[2]	*556,058*	*11.49*	*19.21*	*152*	*562,219.0*
Indirect Emissions					
Energy	98,513.0	10.3	0.8	0.0	98,997.0
Solid Waste	3,646.0	364.0	0.0	0.0	12,757.0
Water Demand	8,063.0	164.0	4.0	0.0	13,333.0
Refrigerant	0.0	0.0	0.0	51.2	51.2
Total Indirect Emissions[2]	*110,222.0*	*538.3*	*4.7*	*51.2*	*125,138.2*
Total Project-Related Emissions[2]	***687,357.2 $MTCO_2e$/year***				
Net Increase of Total Project-Related Emissions[2]	***-173,663 $MTCO_2e$/year***				

Notes:
1. Emissions calculated using California Emissions Estimator Model Version 2022.1 (CalEEMod) computer model.
2. Totals may be slightly off due to rounding.
Refer to Appendix B, *Air Quality, Energy and Greenhouse Gas Data*, for detailed modeling input/output data.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CONFLICT WITH APPLICABLE PLANS, POLICIES, OR REGULATIONS

Impact 3.4-2	**The project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.**

The project's GHG plan consistency analysis is based on the project's consistency with the SCAG 2020-2045 RTP/SCS and 2022 Scoping Plan. The 2020-2045 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2020-2045 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2022 Scoping Plan contains the GHG reductions, technology, and clean energy mandated by statutes.

Consistency with the SCAG 2020-2045 RTP/SCS

On September 3, 2020, the Regional Council of SCAG formally adopted the 2020-2045 RTP/SCS. The 2020-2045 RTP/SCS includes performance goals that were adopted to help focus future investments on the best-performing projects; and different strategies to preserve, maintain, and optimize the performance of the existing transportation system. The 2020-2045 RTP/SCS is forecast to help California reach its GHG reduction goals by reducing GHG emissions from passenger cars by eight percent below 2005 levels by 2020 and 19 percent by 2035 in accordance with the most recent CARB targets adopted in March 2018. Five key SCS strategies are included in the 2020-2045 RTP/SCS to help the region meet its regional VMT and GHG reduction goals, as required by the State. Table 3.4-4, *Consistency with the 2020-2045 RTP/SCS*, discusses whether the project is consistent with the five strategies found within the 2020-2045 RTP/SCS. As shown herein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2020-2045 RTP/SCS.

Table 3.4-4: Consistency with the 2022-2045 RTP/SCS

Reduction Strategy	Project Consistency Analysis
Focus Growth Near Destinations and Mobility Options	
• Emphasize land use patterns that facilitate multimodal access to work, educational and other destinations • Focus on a regional jobs/housing balance to reduce commute times and distances and expand job opportunities near transit and along center-focused main streets • Plan for growth near transit investments and support implementation of first/last mile strategies • Promote the redevelopment of underperforming retail developments and other outmoded nonresidential uses • Prioritize infill and redevelopment of underutilized land to accommodate new growth, increase amenities and connectivity in existing neighborhoods • Encourage design and transportation options that reduce the reliance on and number of solo car trips (this could include mixed uses or locating and orienting close to existing destinations) • Identify ways to "right size" parking requirements and promote alternative parking strategies (e.g., shared parking or smart parking)	**Consistent**. The City is located within an urbanized area that is served by existing transit, sidewalks, and bicycle paths. Future developments projects implemented under the Eastvale 2040 General Plan would consist of infill development that would occur within the City. The proposed project focuses on infill development and revitalization to help the City of Eastvale with an integrated mix of housing, employment, educational, cultural, and recreational options balanced with industrial uses. The proposed Eastvale 2040 General Plan outlines strategies for integration of uses in different parts of the City and a better connection between employment and residential uses, with more areas designated for mixed-use development such as Downtown West Policy Area, Chandler Policy Area, Downtown East Policy Area, and Citrus Policy Area. Higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities will make it easier for residents to travel throughout the community. New land use designations that introduce greater flexibility through emphasis on mixed uses instead of single uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the City's growing and diverse population. Proposed Policy CO-8.1 would promote compact and efficient development to minimize vehicle miles traveled and greenhouse gas emissions. As such, the Eastvale 2040 General Plan would be consistent with this reduction strategy.

Table 3.4-4, continued

Reduction Strategy	Project Consistency Analysis
Promote Diverse Housing Choices	
• Preserve and rehabilitate affordable housing and prevent displacement • Identify funding opportunities for new workforce and affordable housing development • Create incentives and reduce regulatory barriers for building context sensitive accessory dwelling units to increase housing supply • Provide support to local jurisdictions to streamline and lessen barriers to housing development that supports reduction of greenhouse gas emissions	**Consistent**. Eastvale 2040 proposes development that includes affordable housing and with higher densities which, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities will make it easier for residents to travel throughout the community. New land use designations that introduce greater flexibility through emphasis on mixed uses instead of single uses are proposed to facilitate development to achieve this vision and respond to the need to accommodate the City's growing and diverse population. As such, the Eastvale 2040 General Plan would be consistent with this reduction strategy.
Leverage Technology Innovations	
• Promote low emission technologies such as neighborhood electric vehicles, shared rides hailing, car sharing, bike sharing and scooters by providing supportive and safe infrastructure such as dedicated lanes, charging and parking/drop-off space • Improve access to services through technology—such as telework and telemedicine as well as other incentives such as a "mobility wallet," an app-based system for storing transit and other multi-modal payments • Identify ways to incorporate "micro-power grids" in communities, for example solar energy, hydrogen fuel cell power storage and power generation	**Consistent**. The project would not conflict with this action and strategy and would support these actions through the implementation of the proposed Eastvale 2040 General Plan Mobility Element goals and policies for low emission technologies such as electric vehicle-ready and electric vehicle-capable infrastructure and parking spaces. Furthermore, Eastvale 2040 targets growth in areas designated for mixed-use development such as Downtown West Policy Area, Chandler Policy Area, Downtown East Policy Area, and Citrus Policy Area to be connected by community-oriented boulevards that feature public gathering spaces and pedestrian- and bicycle-oriented designs. New development would comply with the most recent and applicable Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops. Therefore, by encouraging alternative modes of transportation, the proposed Eastvale 2040 General Plan would be consistent with this reduction policy.

Table 3.4-4, continued

Reduction Strategy	Project Consistency Analysis
Support Implementation of Sustainability Policies	
• Pursue funding opportunities to support local sustainable development implementation projects that reduce greenhouse gas emissions • Support statewide legislation that reduces barriers to new construction and that incentivizes development near transit corridors and stations • Support local jurisdictions in the establishment of Enhanced Infrastructure Financing Districts (EIFDs), Community Revitalization and Investment Authorities (CRIAs), or other tax increment or value capture tools to finance sustainable infrastructure and development projects, including parks and open space • Work with local jurisdictions/communities to identify opportunities and assess barriers to implement sustainability strategies • Enhance partnerships with other planning organizations to promote resources and best practices in the SCAG region • Continue to support long range planning efforts by local jurisdictions • Provide educational opportunities to local decisions makers and staff on new tools, best practices and policies related to implementing the Sustainable Communities Strategy	**Consistent**. As previously mentioned, the proposed Eastvale 2040 General Plan would consist of higher densities, especially in mixed-use designations, increase capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities will make it easier for residents to travel throughout the community. The operation of new development that could occur from adoption of the proposed Eastvale 2040 General Plan would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. New development would comply with the most recent Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops. Thus, the Eastvale 2040 General Plan would be consistent with this reduction strategy.

Table 3.4-4, continued

Reduction Strategy	Project Consistency Analysis
Promote a Green Region	
• Support development of local climate adaptation and hazard mitigation plans, as well as project implementation that improves community resiliency to climate change and natural hazards • Support local policies for renewable energy production, reduction of urban heat islands and carbon sequestration • Integrate local food production into the regional landscape • Promote more resource efficient development focused on conservation, recycling and reclamation • Preserve, enhance and restore regional wildlife connectivity • Reduce consumption of resource areas, including agricultural land • Identify ways to improve access to public park space	**Consistent**. The Eastvale 2040 General Plan would improve connectivity and land use consistency within and between existing neighborhoods, thereby providing more linkages within the city and the region. The proposed project would plan for higher densities, especially in mixed-use designations, increased capacity for residential development near community-serving commercial, retail, and office uses as well as schools, parks, and recreational facilities, and proposed improvements to the bicycle, pedestrian, and road networks will make it easier for residents to travel throughout the community. Further, the City of Eastvale encourage planting and maintenance of trees in the communities to increase carbon sequestration and further reducing greenhouse gas emission. Thus, the Eastvale 2040 General Plan would be consistent with this reduction strategy.

Source: Southern California Association of Governments, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal, September 3, 2020.

Consistency with the 2022 CARB Scoping Plan Update

The 2022 Scoping Plan identifies reduction measures necessary to achieve the goal of carbon neutrality by 2045 or earlier. Actions that reduce GHG emissions are identified for each AB 32 inventory sector. Table 3.4-5, *Consistency with the 2022 Scoping Plan: AB 32 GHG Inventory Sectors*, provides an evaluation of applicable reduction actions/strategies by emissions source category to determine how the project would be consistent with or exceed reduction actions/strategies outlined in the 2022 Scoping Plan. As shown herein, the proposed project would be consistent with the GHG emission reduction strategies contained in the 2022 Scoping Plan.

Table 3.4-5: Consistency with the 2022 CARB Scoping Plan: AB 32 GHG Inventory Sectors

Actions and Strategies	Project Consistency Analysis
Smart Growth / Vehicles Miles Traveled	
Reduce VMT per capita to 25% below 2019 levels by 2030, and 30% below 2019 levels by 2045.	**Consistent**. The Eastvale 2040 General Plan provides for planned improvements phased through the 2040 planning horizon. The proposed project focuses on infill development and revitalization to help the City of Eastvale with an integrated mix of housing, employment, educational, cultural, and recreational options balanced with industrial uses. The proposed project outlines strategies for integration of uses in different parts of the City and a better connection between employment and residential uses. Furthermore, the Eastvale 2040 General Plan includes goals and policies aimed at reducing VMT through local job creation and encouraging employers to create Transportation Management Associations and ridesharing programs. Based on the Transportation Analysis, a reduction over the existing conditions indicating the land uses planned in the City align with the regional goal of reducing VMT. As such, implementation of the proposed project would be consistent with this action.
New Residential and Commercial Buildings	
All electric appliances beginning 2026 (residential) and 2029 (commercial), contributing to 6 million heat pumps installed statewide by 2030.	**Consistent**. Implementation of the Eastvale 2040 General Plan would increase the use of natural gas within the planning area. The City of Eastvale has not adopted an ordinance or program limiting the use of natural gas. However, if adopted, all future projects proposed within the City would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. New development would comply with the most recent Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops. Furthermore, the operation of new development that could occur from adoption of the proposed Eastvale 2040 General Plan would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. As such, the project would be consistent with this action.

Table 3.4-5, continued

Actions and Strategies	Project Consistency Analysis
Food Products	
Achieve 7.5% of energy demand electrified directly and/or indirectly by 2030 and 75% by 2045.	**Consistent**. New development would comply with the most recent Title 24 requirements and CALGreen which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. Implementation of the Eastvale 2040 General Plan would increase the use of natural gas within the planning area. The City of Eastvale has not adopted an ordinance or program limiting the use of natural gas for on-site cooking and/or heating. However, if adopted, all future projects proposed within the City would comply with the applicable goals or policies limiting the use of natural gas equipment in the future. Furthermore, the operation of new development that could occur from adoption of the proposed project would be designed in a manner that is consistent with relevant energy conservation plans designed to encourage development that results in the efficient use of energy resources. As such, the project would be consistent with this action.
Non-combustion Methane Emissions	
Divert 75% of organic waste from landfills by 2025.	**Consistent**. Implementation of the Eastvale 2040 General Plan would continue to implement waste reduction, recycling, and composting programs in accordance with AB 341, which requires 75% waste diversion. As such, implementation of the Eastvale 2040 General Plan would be consistent with this action.
Source: CARB, *2022 Scoping Plan*, November 16, 2022.	

Consistency with Applicable GHG Plans, Policies, or Regulations

In summary, the Eastvale 2040 General Plan is consistent with statewide, regional, and local climate change mandates, plans, policies, and recommendations. More specifically, the GHG plan consistency analysis provided above demonstrates that the project complies with the regulations and GHG reduction goals, policies, actions, and strategies outlined in the 2022 Scoping Plan Update, and the SCAG 2020-2045 RTP/SCS. Consistency with these plans would reduce the impact of the project's incremental contribution of GHG emissions. Accordingly, the project would not conflict with any applicable plan, policy, regulation, or recommendation adopted for the purpose of reducing GHG emissions. Therefore, project related GHG emission impacts in relation to consistency with applicable plans, policies, and/or regulations governing GHG reductions would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

WASTEFUL, INEFFICIENT, OR UNNECESSARY CONSUMPTION OF ENERGY RESOURCES

Impact 3.4-3	**The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. Impacts would be less than significant.**

Construction-Related Energy

Implementation of the proposed Eastvale 2040 General Plan would not directly result in new development within the planning area; however, it envisions additional development, which could result in new construction activities associated with future development. During construction, the project would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

The proposed Eastvale 2040 General Plan would not directly result in new development. Therefore, construction-related energy consumption that may occur at any one time is speculative and cannot be accurately determined at this stage of the planning process. Development projects would be subject to environmental review, and specific mitigation measures would be implemented to reduce construction-related energy consumption impacts during construction.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during grading, paving, building construction, and architectural coatings. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that heavy-duty diesel equipment not in use for more than five minutes be turned off. Construction equipment used in the development of future projects under the proposed Eastvale 2040 General Plan would also be required to comply with the latest EPA and CARB engine emissions standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction (CEQA Appendix F - Criterion 4).

Substantial reduction in energy inputs for construction materials can be achieved by selecting green building materials composed of recycled materials that require less energy to produce than

non-recycled materials.[14] The integration of green building materials can help reduce environmental impacts associated with the extraction, transport, processing, fabrication, installation, reuse, recycling, and disposal of these building industry source materials.[15] It is noted that construction fuel use is temporary and would cease upon completion of construction activities. There are no unusual characteristics that would necessitate the use of construction equipment, building materials, or methods that would be less energy efficient than at comparable construction sites in the region or the State. Therefore, fuel energy and construction materials consumed during construction would not represent a significant demand on energy resources (CEQA Appendix F - Criterion 5).

Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. As such, impacts would be **less than significant**.

Operational Energy Consumption

This analysis focuses on three sources of energy that are relevant to the proposed Eastvale 2040 General Plan: electricity, natural gas, and transportation fuel for vehicle trips associated with implementation of Eastvale 2040. The estimated electricity consumption is based primarily on CalEEMod's default settings for the County, and consumption factors provided by the SCE and the SoCalGas, who are the electricity and natural gas providers for the City. The results of the CalEEMod and energy consumption modeling are included in Appendix B. The amount of operational fuel consumption was estimated using the CARB Emissions Factor 2021 (EMFAC2021) computer program which provides projections for typical daily fuel (i.e., diesel and gasoline) usage in Riverside County and the City's annual vehicle miles traveled (VMT) outputs from CalEEMod based on Transportation Analysis.

The estimated energy consumption as a result of buildout conditions is summarized in Table 3.4-6, *General Plan Update and Countywide Energy Consumption*. As shown in Table 3.4-6, when compared to existing conditions, the energy usage under the buildout conditions would constitute an approximate decrease of 2.25 percent over County of Riverside existing annual electricity consumption and an approximate decrease of 4.15 percent over County of Riverside typical existing annual natural gas consumption. Although Eastvale 2040 would involve more residential units and non-residential development, the energy consumption would decrease compared to existing conditions, as new development would become more energy efficient and rely less on natural gas. The operational vehicle fuel consumption under the Eastvale 2040

[14] California Department of Resources Recycling and Recovery, *Green Building Materials*, https://www.calrecycle.ca.gov/greenbuilding/materials#Material, accessed July 6, 2021.
[15] Ibid.

buildout conditions would constitute a total of 0.0125 percent increase in County of Riverside's annual fuel consumption in the year 2040. (CEQA Appendix F - Criterion 1).

Table 3.4-6: General Plan Update and Countywide Energy Consumption

Energy Type	Project Annual Energy Consumption[1]	County of Riverside Annual Energy Consumption[2]	Percentage of Riverside County's Annual Consumption
Electricity Consumption[3]			
Existing Conditions	743,090 MWh	16,767,235 MWh	4.43%
Buildout Conditions	364,849 MWh	16,767,235 MWh	2.17%
Net Change[4]	**-378,241 MWh**	**16,767,235 MWh**	**-2.25%**
Natural Gas Consumption[3]			
Existing Conditions	28,471,316 MWh	430,843,598 therms	6.61%
Buildout Conditions	10,566,201 MWh	430,843,598 therms	2.45%
Net Change[4]	**-17,905,115 MWh**	**430,843,598 therms**	**-4.15%**
Operational Automotive Fuel Consumption[2]			
Existing Conditions	183,615 gallons	775,477,014 gallons	0.0237%
Buildout Conditions	294,539 gallons	890,205,185 gallons	0.0331%
Net Change	110,923 gallons	890,205,185 gallons	0.0125%

Notes:
1. As modeled in CalEEMod version 2022.1.
2. The project increases in electricity and natural gas consumption are compared to the total consumption in Riverside County in 2021. The project increases in automotive fuel consumption are compared with the projected Countywide fuel consumption in 2022 and 2040 for existing and buildout conditions, respectively.
3. Riverside County electricity consumption data source: California Energy Commission, Electricity Consumption by County, http://www.ecdms.energy.ca.gov/elecbycounty.aspx, accessed June 4, 2023.
4. Riverside County natural gas consumption data source: California Energy Commission, Gas Consumption by County, http://www.ecdms.energy.ca.gov/gasbycounty.aspx, accessed June 4, 2023.
5. Project fuel consumption calculated based on CalEEMod results. Countywide fuel consumption is from the CARB EMFAC2021 model.
6. Net change shows the difference between Eastvale 2040 buildout conditions and existing City of Eastvale land uses.

Transportation Energy Demand

Pursuant to the Federal Energy Policy and Conservation Act of 1975, the National Highway Traffic and Safety Administration is responsible for establishing additional vehicle standards and for revising existing standards. Compliance with Federal fuel economy standards is not determined for each individual vehicle model. Rather, compliance is determined based on each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. Table 3.4-6 provides an estimate of the daily fuel consumed by vehicles traveling to and from the planning area. Based on Transportation Analysis, the proposed Eastvale 2040 General Plan would generate 3,337,779 daily VMT under existing scenario and 5,354,161 daily VMT under the future 2040 buildout conditions. As indicated in Table 3.4-6, daily trips generated by future development under the buildout of the proposed Eastvale 2040 General Plan are estimated to consume approximately 110,923 gallons of fuel per year, which would constitute

up to 0.0125% of total County's automotive fuel consumption by year 2040 (**CEQA Appendix F - Criterion 2**).

The key drivers of transportation-related fuel consumption are job locations and commuting distance and many personal choices on when and where to drive for various purposes. Those factors are outside of the scope of the design of the proposed Eastvale 2040 General Plan. However, the City of Eastvale would encourage individual projects to install electric vehicle (EV) charging stations in the planning area in compliance with CALGreen Code. This would encourage and support the use of electric vehicles within the planning area (CEQA Appendix F - Criterion 4 and Criterion 6).

Therefore, fuel consumption associated with vehicle trips as a result of implementation of the proposed Eastvale 2040 General Plan would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Impacts would be **less than significant**.

Building Energy Demand

The CEC developed 2021 to 2035 forecasts for energy consumption and peak demand in support of the 2021 IEPR for each of the major electricity and natural gas planning areas and the State based on the economic and demographic growth projections.[16] The CEC forecasts that the Statewide annual average growth rates of energy demand between 2021 and 2035 would be up to 1.0 percent for electricity, however, the gas consumption will be reduced by almost 12 percent by 2035.[17] As shown in Table 3.4-7, operational energy consumption with implementation of proposed Eastvale 2040 General Plan would represent approximately 2.17 percent increase in the County's electricity consumption and 2.45 percent increase in natural gas consumption over the current Countywide usage under future 2040 buildout conditions. However, compared to the existing conditions, implementation of the proposed Eastvale 2040 General Plan would result in a decrease of 2.25 percent in the County's existing electricity consumption and a decrease of 4.15 percent in natural gas consumption over the current Countywide usage. This is mainly because the future development projects associated with the proposed Eastvale 2040 General Plan would be required to comply with the latest Title 24 Building Energy Efficiency Standards, which provide minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting. The Title 24 Building Energy Efficiency Standards are updated every three years and become more stringent between each update. New development under Eastvale 2040 would comply with the most recent and applicable Title 24 requirements and CALGreen to reduce energy consumption

[16] CEC, *Final 2021 Integrated Energy Policy Report*, February 2022.
[17] Ibid.

by implementing energy efficient building designs, and Title 24 and CALGreen require zero net energy in new developments in compliance with State goals. (CEQA Appendix F - Criterion 4).

The net change in electricity would be significantly below CEC's forecasts and the current Countywide usage. Although the net decrease in natural gas consumption would be less than the CEC's forecast, the model assumed current natural gas consumption rate for buildout conditions. As new development would become more energy efficient and rely less on natural gas, natural gas consumption would be less than the level shown in Table 3.4-6. Therefore, the proposed Eastvale 2040 General Plan would be consistent with the CEC's energy consumption forecasts. As such, implementation of the Eastvale 2040 General Plan would not require additional energy capacity or supplies (CEQA Appendix F - Criterion 2). In addition, implementation of the proposed Eastvale 2040 General Plan would not result in unique or more intensive peak or base period electricity demand (CEQA Appendix F - Criterion 3).

Furthermore, the electricity provider, SCE, is subject to California's Renewables Portfolio Standard (RPS). The RPS requires investor-owned utilities, electric service providers, and community choice aggregators to increase procurement from eligible renewable energy resources to 33 percent of total procurement by 2020, to 60 percent of total procurement by 2030, and to 100 percent of total procurement by 2045. Renewable energy is generally defined as energy that comes from resources which are naturally replenished within a human timescale such as sunlight, wind, tides, waves, and geothermal heat. The increase in reliance of such energy resources further ensures that new development projects will not result in the waste of the finite energy resources (CEQA Appendix F - Criterion 5).

It should be noted that the Eastvale 2040 General Plan Conservation Element includes several policies to support new and expand existing clean and accessible energy infrastructure. Most notably, Policy CO-7.1 would support low- to no-cost retrofits to improve energy efficiency of existing buildings through grant and loan programs. Policy CO-7.2 would call for the City to coordinate with public utilities to identify and promote retrofit opportunities with short payback periods, such as variable-speed pool pumps, building air sealing, and attic insulation. Policy CO-7.3 would include passive solar design requirements in objective design standards. Policy CO-7.4 would support local workforce development and certification for green trades. Finally, Policy CO-7.5 would promote the use of energy storage technologies that are appropriate for the character of the proposed location.

Therefore, the implementation of the proposed Eastvale 2040 General Plan would not cause wasteful, inefficient, and unnecessary consumption of building energy during project operation, or preempt future energy development or future energy conservation. A **less than significant impact** would occur in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CONFLICT WITH OR OBSTRUCT A STATE OR LOCAL PLAN FOR RENEWABLE ENERGY OR ENERGY EFFICIENCY

Impact 3.4-4 **The project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. Impacts would be less than significant.**

Implementation of the proposed Eastvale 2040 General Plan would comply with the applicable goals identified in Statewide energy plans, as detailed in Table 3.4-7, *Consistency with Statewide Energy Plans*. The proposed Eastvale 2040 General Plan would help implement energy-efficient measures and would subsequently reduce energy consumption within the planning area.

Table 3.4-7: Consistency with Statewide Energy Plans

Statewide Energy Plans	Applicable Goal(s)	Project Consistency Analysis
California Building Energy Efficiency Standards (Title 24)	Requires the design of building shells and building components to conserve energy. Increase on-site renewable energy generation from solar,	**Consistent.** The proposed Eastvale 2040 General Plan includes several policies which would promote energy-efficiency building and innovative building. New development would comply with the most recent and applicable Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops.
California Green Building Standards (CALGreen) Code	The CALGreen Code requires that new buildings employ water efficiency and conservation, increase building system efficiencies (e.g., lighting, heating/ventilation and air conditioning [HVAC], and plumbing fixtures), divert construction waste from landfills, and incorporate electric vehicles charging infrastructure.	**Consistent.** As discussed above, new developments within Eastvale 2040 General Plan would comply with the most recent and applicable Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, pre-wiring residences with electric vehicle charging ports, and implementing solar-ready rooftops. Further, the City of Eastvale would promote energy efficient retrofit improvements in existing buildings. As such, the proposed Eastvale 2040 General Plan would be consistent with this plan and policy.
California Public Utilities	Promote energy efficiency and a reduction in greenhouse gases. The plan includes the four big bold strategies:	**Consistent.** This plan promotes energy efficiency and a reduction in greenhouse gas emissions. The proposed Eastvale 2040 General Plan

Table 3.4-7, continued

Statewide Energy Plans	Applicable Goal(s)	Project Consistency Analysis
Commission Long Term Energy Efficiency Strategic Plan	1. All new residential construction in California will be zero net energy by 2020. 2. All new commercial construction in California will be zero net energy by 2030. 3. Heating, ventilation, and air conditioning (HVAC) will be transformed to ensure that its energy performance is optimal for California's climate. 4. All eligible low-income customers will be given the opportunity to participate in the low-income energy efficiency program by 2020.	contains policies aimed at improving emissions and monitor energy systems by supporting State agencies' efforts, promoting the installation of heat recovery and co-generation facilities, and seeking additional funding. As previously stated, new development under Eastvale 2040 would comply with the most recent and applicable Title 24 requirements and CALGreen to reduce energy consumption by implementing energy efficient building designs, and Title 24 and CALGreen require zero net energy in new developments in compliance with State goals.
Sources: 2022 California Green Building Standards Code, Title 24, Part 11; California Public Utilities Commission Energy Efficiency Strategic Plan, last updated January 2011.		

The proposed Eastvale 2040 General Plan would comply with applicable energy efficiency standards, including the requirements of Title 24 standards and the CALGreen Code, applicable goals identified in Statewide energy plans, and energy-efficient goals and policies contained in the proposed Eastvale 2040 General Plan. The proposed project would be consistent with statewide energy plans. Therefore, impacts associated with renewable energy or energy efficiency plans would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.4-5 **The project would not result in cumulative impacts related to energy conservation and climate change. Impacts would be less than cumulatively considerable.**

Climate change is an inherently cumulative category of impact. No one project will cause climate change; rather, it is the agglomeration of all global emissions that causes harm. To help address its contribution to the cumulative issue, the State of California has elected to reduce GHG emissions at the State level for activities under its control and has promulgated policy for local agencies to do the same. The emission of GHGs by a single development project into the atmosphere is not itself necessarily an adverse environmental effect. Rather, it is the increased accumulation of GHGs from more than one project and many sources in the atmosphere that may result in global climate change. The resultant consequences of such climate change can

cause adverse environmental effects. A project's GHG emissions typically would be small in comparison to State or global GHG emissions and consequently they would, in isolation, have no significant direct impact on climate change.

As to energy consumption, this cumulative impact analysis focuses on the three sources of energy that are relevant to the proposed project: (1) electricity (including energy required for water delivery, sanitary sewer, and solid waste disposal), (2) natural gas, and (3) transportation fuel for vehicle trips associated with new development, as well as the fuel necessary for project construction. Future development and population growth associated with the proposed project would result in the decreased use of electricity and natural gas resources and associated infrastructure due to higher energy efficiency. SCE, the electricity service provider for the planning area, has determined that the use of such resources would be minor compared to existing supply and infrastructure within the SCE service area and would be consistent with growth expectations. Similarly, the use of natural gas resources would be on a relatively small scale and would be consistent with the growth expectations for the planning area's natural gas service provider, SoCalGas. Development projects anticipated by the implementation of proposed project would be required to incorporate energy conservation features in order to comply with applicable mandatory regulations including CALGreen Code and State energy standards under Title 24.

Furthermore, the proposed project would include policies designed to reduce VMT and prioritizes mixed-use and infill developments that would support development of compact communities in existing urban areas and reuse developed land served by high quality transit. Therefore, the proposed project would be consistent with the guidance provided in the SCAG's 2020-2045 RTP/SCS. In addition, the proposed Eastvale 2040 General Plan policies would further reduce emissions associated with new development through increased energy efficiency, renewable energy generation, improved transit, and reduced consumption and waste. Therefore, impacts relative to implementation of a State or local plan for renewable energy or energy efficiency would be **less than cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Section 3.5
Hazards and Hazardous Materials

This section evaluates potential hazards and hazardous materials impacts that may result from construction and/or operation of uses accommodated by the proposed Eastvale 2040 General Plan.

ENVIRONMENTAL SETTING

Hazardous Materials and Waste Defined

Under Title 22 of the California Code of Regulations (CCR), the term *hazardous substance* refers to both hazardous materials and hazardous wastes, and both are classified according to four properties: toxicity, ignitability, corrosiveness, and reactivity (22 CCR Section 66261.30). A hazardous material is defined as a substance or combination of substances that may cause or significantly contribute to an increase in serious, irreversible, or incapacitating illness or may pose a substantial presence or potential hazard to human health or the environment when improperly treated, stored, transported, or disposed of or otherwise managed.

Public health is potentially at risk whenever hazardous materials are or will be used. It is necessary to differentiate between the hazard of these materials and the acceptability of the risk they pose to human health and the environment. A hazard is any situation that has the potential to cause damage to human health and the environment. The risk to health and public safety is determined by the probability of exposure and the inherent toxicity of a material.

Factors that can influence health effects when human beings are exposed to hazardous materials include the dose to which the person is exposed, the frequency of exposure, the duration of exposure, the exposure pathway (route by which a chemical enters a person's body), and the individual's unique biological susceptibility.

Hazardous wastes are hazardous substances that no longer have practical use, such as materials that have been discarded, discharged, spilled, or contaminated or are being stored until they can be disposed of properly (22 CCR Section 66261.10). Soil that is excavated from a site containing hazardous materials is a hazardous waste if it exceeds specific CCR Title 22 criteria. Various agencies maintain hazardous waste and substance lists in planning documents used by State and local agencies to comply with California Environmental Quality Act (CEQA) requirements in providing information about the location of hazardous materials sites. While hazardous substances are regulated by multiple agencies, as described under the Regulatory Framework subsection below, cleanup requirements for hazardous wastes are determined on a case-by-case basis according to the agency with lead jurisdiction over a project.

Existing Conditions

Hazardous Materials

Hazardous materials which have been spilled, disposed, dumped, or are otherwise released into the environment immediately become hazardous waste. Although the term hazardous waste is much more widely known, and the effects of its poor management are very evident, hazardous materials are more commonly in close proximity to the general public. Hazardous materials are more frequently transported on freeways and public roads and are more frequently stored near residential areas.

Hazardous materials sites in Eastvale can be found on the following lists:

- **US Environmental Protection Agency (USEPA) National Priority List:** The USEPA National Priorities List includes all sites of national priority among known releases or threatened releases of hazardous substances throughout the United States. It is intended to guide the USEPA in determining which sites warrant further investigation.
- **USEPA Superfund Enterprise Management System:** All active and archived superfund sites are currently listed in the Superfund Enterprise Management System (SEMS) database.
- **USEPA Envirofacts:** The USEPA maintains Envirofacts, a database that provides access to several other USEPA databases for information about environmental activities that may affect air, water, or land. The USEPA's EnviroMapper is a related database mapping the information provided on Envirofacts.
- **GeoTracker:** The State Water Resources Control Board (SWRCB) maintains an inventory of underground storage tanks (USTs) and leaking USTs and tracks unauthorized releases threatening surface and groundwater through the GeoTracker database.
- **DTSC EnviroStor:** The Department of Toxic Substances Control (DTSC)'s EnviroStor database is used to track cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known contamination.

A search of the EnviroStor database on June 20, 2023 yielded ten sites, five of which were school investigations. A search of the GeoTracker database on June 20, 2023, yielded sixteen sites within Eastvale. None of the sites are currently open for verification monitoring; all cases have been closed. No results were found on the USEPA National Priority List, Superfund Enterprise Management System, or Envirofacts databases. The results are listed in Table 3.5-1, *Hazardous*

Materials Sites in Eastvale, and are shown on Exhibit 3.5-1, *Hazardous Materials and Cleanup Sites*.

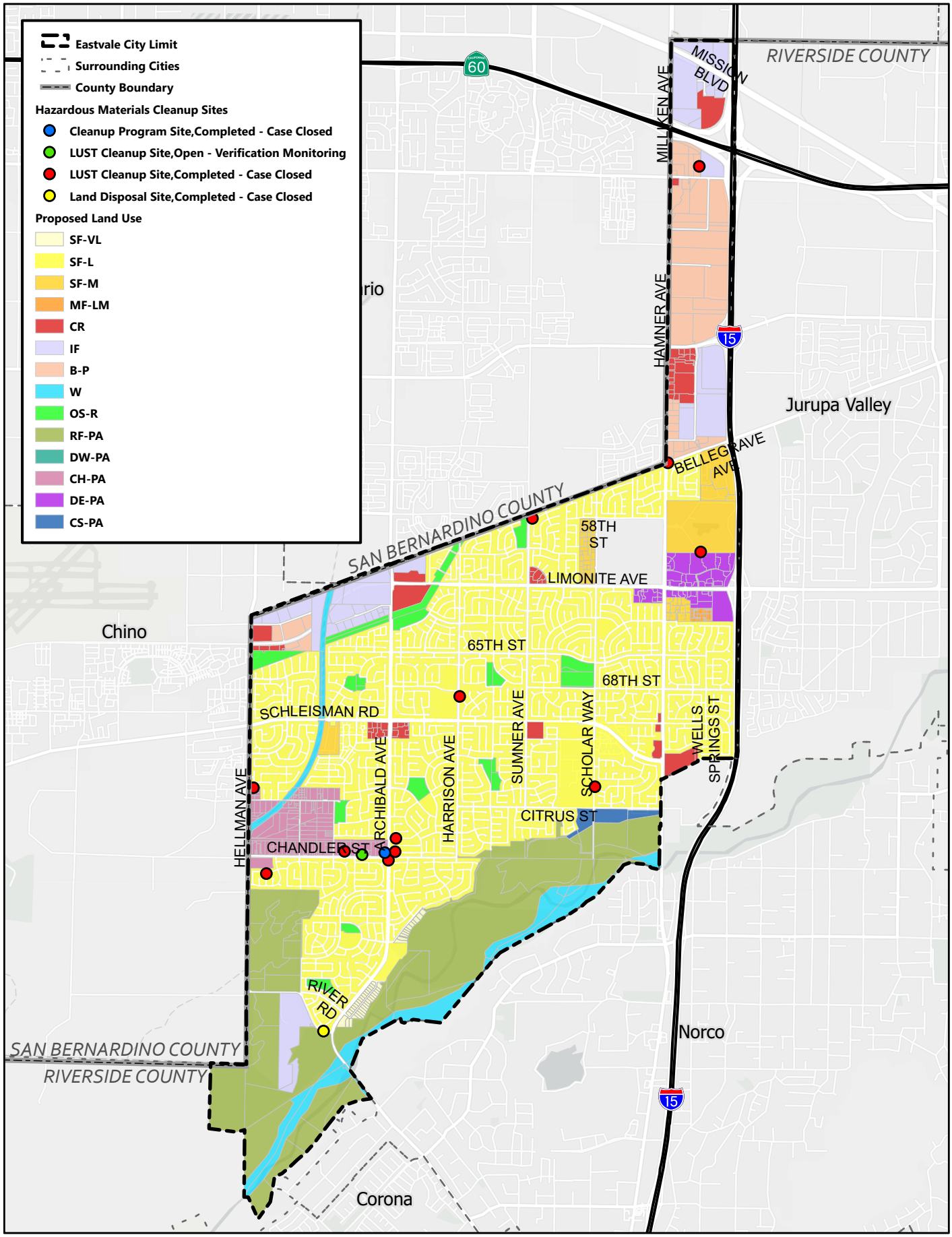
Table 3.5-1: Hazardous Materials Sites in Eastvale

No.	Site Name	Status	Type	Address
EnviroStor Database				
1	Eastvale Elementary	No Further Action	School Investigation	13031 Orange Street
2	Proposed Yorba Elementary School	No Further Action	School Investigation	NE Corner of Fieldmaster Street and Cherry Creek Circle
3	Rondo Elementary School	No Further Action	School Investigation	Southeast Corner of Hellman Avenue and Walters Street
4	Proposed K-8 School No. 2	No Further Action	School Investigation	5240 and 5380 Hamner Avenue
5	Harada Elementary School	No Further Action	School Investigation	Cleveland Avenue/ Cloverdale Road
6	Rosa Parks Elementary School	Certified	School Cleanup	6701 Harrison Avenue
7	Augustine Ramirez Intermediate School	No Further Action	School Cleanup	6851 Harrison Avenue
8	Pietersma Dairy (Former)	Certified	Voluntary Cleanup	14955 Schleisman Road
9	River Heights Intermediate/ Roosevelt High Schools	Certified	School Cleanup	Cleveland Avenue/Orange Street
10	Prado Shooting Range	Active	Voluntary Cleanup	14980 River Road
GeoTracker Database				
1	Crossroad Classic Mustang	Completed - Case Closed	LUST Cleanup	12421 Riverside Avenue, Unit B
2	Excelsior Farms	Completed - Case Closed	LUST Cleanup	7401 Hamner Avenue
3	SCE Mira Loma Substation	Completed - Case Closed	LUST Cleanup	13568 Milliken Avenue
4	Drifty Farms	Completed - Case Closed	LUST Cleanup	5810 Sumner Avenue
5	Texaco Swan Lake	Completed - Case Closed	LUST Cleanup	5800 Hamner Avenue
6	R.T. Lee Construction	Completed - Case Closed	LUST Cleanup	7200 Hellman Avenue

Table 3.5-1, continued

No.	Site Name	Status	Type	Address
7	Echeverria Dairy	Completed - Case Closed	LUST Cleanup	7481 Cleveland Avenue
8	Dick Vander Meer Sons Dairy	Completed - Case Closed	LUST Cleanup	6851 Harrison Avenue
9	Vander Laan Dairy	Completed - Case Closed	LUST Cleanup	8755 Chino Corona Road
10	Flamingo Dairy	Completed - Case Closed	LUST Cleanup	14970 Chandler Road
11	Private Residence	Completed - Case Closed	LUST Cleanup	Private Residence
12	Brazil Market	Completed - Case Closed	LUST Cleanup	14449 Chandler Street
13	Truck Plaza	Completed - Case Closed	LUST Cleanup	7500 1/2 Archibald Avenue
14	John & Bob's Service	Completed - Case Closed	LUST Cleanup	7500 1/2 Archibald Avenue
15	Golden Coach Moving	Completed - Case Closed	LUST Cleanup	14325 Chandler Street
16	Corona Farms Property	Completed - Case Closed	Cleanup Program Site	Archibald Avenue and Chandler Street, NW Corner

Sources: Department of Toxic Substances Control EnviroStor website, https://dtsc.ca.gov/your-envirostor/. Accessed June 20, 2023; State Water Resources Control Board GeoTracker. website, https://geotracker.waterboards.ca.gov/, Accessed June 20, 2023.
LUST: leaking underground storage tank



SOURCE: CITY OF EASTVALE, Riverside County

EASTVALE GENERAL PLAN 2040 EIR

Hazardous Materials and Cleanup Sites

Exhibit 3.5-1

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School Sites

Eastvale is served by Corona-Norco Unified School District (CNUSD). Table 3.5-2, *School Sites in Eastvale*, lists the school sites that are located within the Planning Area.

Table 3.5-2: School Sites in Eastvale

School	Address
Clara Barton Elementary School	7437 Corona Valley Avenue
Eastvale Elementary School	13031 Orange Street
Harada Elementary School	12884 Oakdale Street
Ronald Reagan Elementary School	8300 Fieldmaster Street
Rosa Parks Elementary School	13830 Whispering Hills Drive
VanderMolen Elementary School[1]	6744 Carnelian, Jurupa Valley
Dr. Augustine Ramirez Intermediate School	6905 Harrison Avenue
River Heights Intermediate School	7227 Scholar Way
Eleanor Roosevelt High School	7447 Scholar Way
Rondo Elementary School	14977 Walters Street

Notes:
1 = This school is not within Eastvale; however, this is the home school for many Eastvale children who reside east of Hamner Avenue.

Airports

A portion of Eastvale (generally, the northwest portion of the City south of Bellegrave Avenue and east of Hellman Avenue) is within the Chino Airport Influence Area. Additionally, portions of the City north of Schleisman Road are within the Ontario Airport Influence Area. Refer to Exhibit 3.5-2, *Airport Land Use Compatibility Zones*.

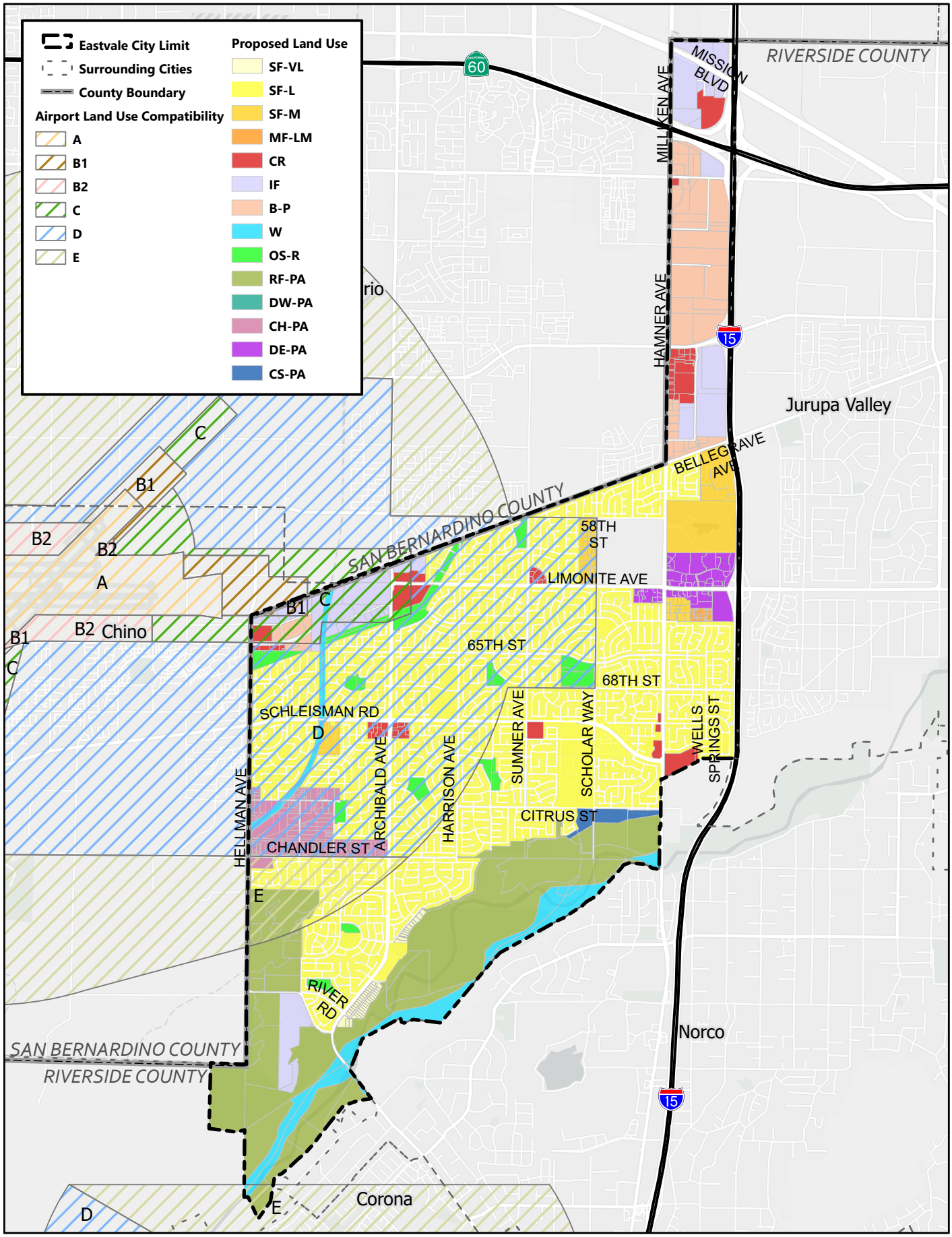
Chino Airport (CNO), formerly known as Cal Aero Field, is a general aviation reliever airport, which serves private, business, and corporate tenants from Southern California. The Chino Airport Land Use Compatibility Plan (1991) is available online.

Ontario International Airport (ONT) is a public airport owned and operated under a joint powers agreement with the City of Ontario and San Bernardino County. In addition to passenger traffic, Ontario International Airport is also utilized as a hub and distribution point for freight traffic. The *Ontario Airport Land Use Compatibility Plan* (2011) is available online.

As the Chino Airport is within the County of San Bernardino, the San Bernardino County Airport Land Use Commission (ALUC) is responsible for the Chino Airport Land Use Compatibility Plan.

However, since Eastvale is within Riverside County, the Riverside County ALUC is responsible for the review of projects with respect to its consistency with the applicable plan.

The Riverside County Airport Land Use Compatibility Plan Policy Document (ALUCP) establishes various policies and compatibility maps for individual ALUCP airports, including Chino Airport. Riverside County ALUC review is required when a project is located within the boundaries of an Airport Influence Area and the project proposes a legislative action like a General Plan Amendment, Specific Plan Amendment, Zone Change, or Zoning Ordinance.



0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, Riverside County

EASTVALE GENERAL PLAN 2040 EIR

Airport Land Use Compatibility Zones

Exhibit 3.5-2

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Wildland Fires

The portion of Eastvale near the Santa Ana River has been identified as having a moderate susceptibility to wildfire. The Santa Ana riverbeds provide an untapped fuel base for the City's yearly round of wildfires largely due to vegetation. Because of dry vegetation conditions and Santa Ana winds, the fire danger for Riverside County is considered extremely high for 25 percent of each year. Fire protection in Eastvale is provided by the Riverside County Fire Department (RCFD), which operates in coordination with California Department of Forestry and Fire Protection (CalFire).

The City enforces Building and Fire codes to ensure proposed construction meets minimum standards for fire safety as defined based on building type, design, occupancy, and use. The potential for large and damaging fires in Eastvale is present throughout much of the year, specifically in the Santa Ana riverbed. In autumn and winter, when the Santa Ana winds typically blow, the potential for a large and damaging wildfire fire is increased significantly.

As the southern region of California continues to experience the threat of climate change, the potential for large vegetation fires near the City of Eastvale is highly predictable for major fires. With the population size and dense residential housing in the City, the threat of larger financial loss is also highly predictable. Exhibit 3.5-3, *Fire Hazard Severity Zones*, illustrates fire hazard severity zones in and around Eastvale.

It is also possible that, when there is a high risk for a wildfire, Southern California Edison (SCE) may temporarily turn off power to certain neighborhoods to prevent the electric system from becoming the source of ignition. While most of Eastvale itself is not at risk of wildfires, much of the western half of the City is serviced by circuits that cross into High Risk Fire Areas. Thus, in the event of a wildfire, or during times that pose high risks for wildfire, portions of the City may lose power.

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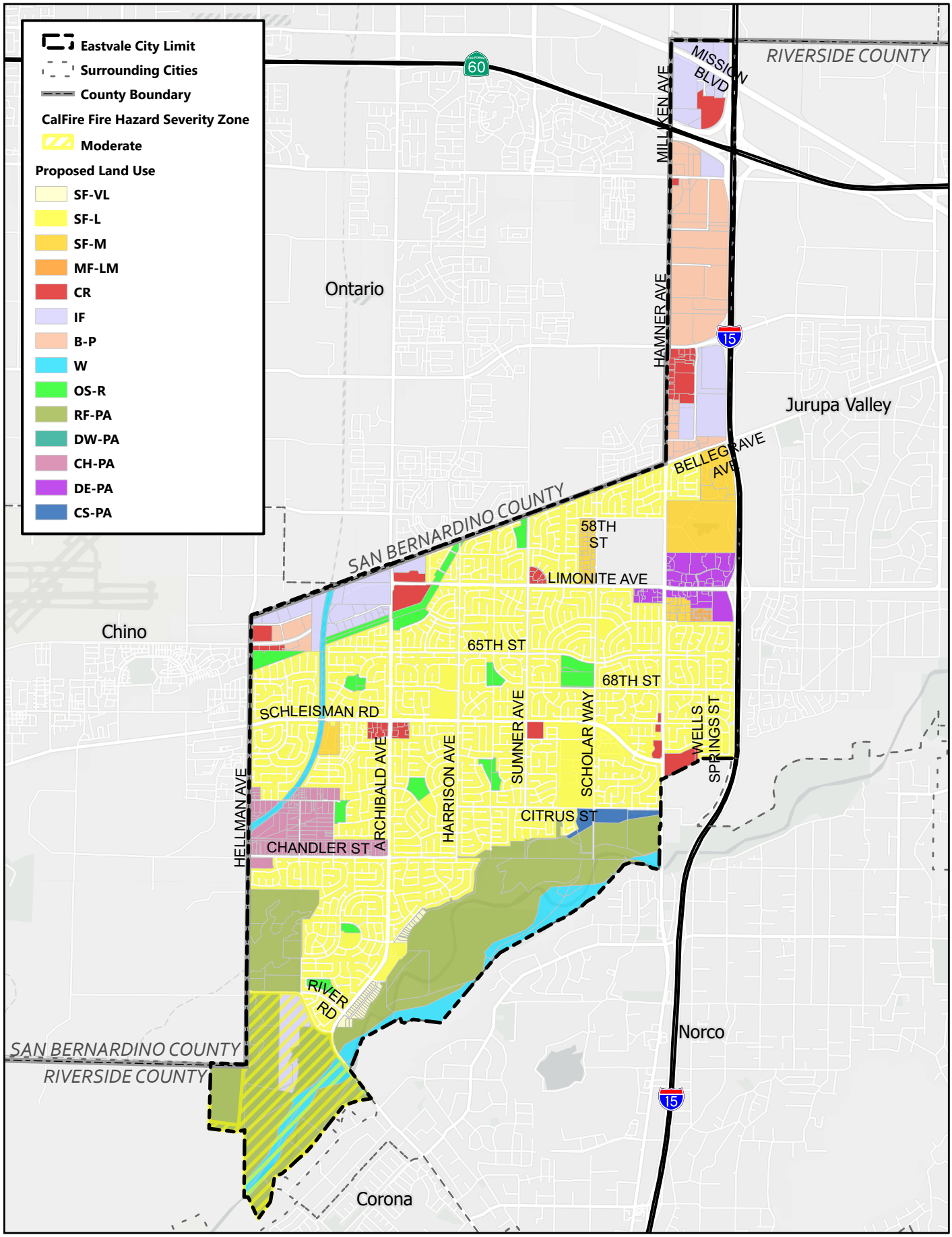

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, Riverside County

EASTVALE GENERAL PLAN 2040 EIR

Fire Hazard Severity Zones

Exhibit 3.5-3

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REGULATORY FRAMEWORK

Federal

Comprehensive Environmental Response, Compensation, and Liability Act (42 USC Section 9601 et seq.)

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), also known as Superfund, established requirements around closed and abandoned hazardous waste sites, provided for liability of persons responsible for releases of hazardous waste, and established a trust fund to provide for cleanup of hazardous waste sites if no responsible party is identified. Superfund Amendments and Reauthorization Act (SARA) amended CERCLA in 1986 and required Superfund actions to take into account requirements from applicable State and Federal regulations on cleanup projects, provided new enforcement authorities and settlement tools, increased State involvement, increased money in the Superfund trust fund, stressed the importance of permanent remedies and innovative treatment technologies, and added increased focus on human health problems posed by hazardous waste sites.

Emergency Planning Community Right-to-Know Act

The Emergency Planning Community Right-to-Know Act requires infrastructure at the State or local level to plan for emergencies resulting from potential release of chemical materials. Any documented information pertaining to a specific release at a site is required to be made publicly available so that interested parties may become informed about potentially dangerous chemicals released in their community. Sections 301 through 312 of the act are administered by the USEPA's Office of Emergency Management.

Hazardous Materials Transportation Act

Under Title 49 of the Code of Federal Regulations, the US Department of Transportation is responsible for regulating the transport of hazardous materials. The California Highway Patrol and the California Department of Transportation are primarily responsible for enforcing Federal and State regulations pertaining to such activities and for responding to any related emergencies. These agencies are also responsible for necessary permitting for the transport of hazardous materials.

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) regulates the introduction of new or already existing chemicals (which are mostly grandfathered in). Chemicals not on a list (the TSCA Inventory) or

subject to an exemption may not be manufactured or imported into the United States. The USEPA reviews all "new" chemicals (i.e., those not on the inventory) and regulates (or bans) those found to be an "unreasonable risk to human health or the environment." The TSCA also addresses exposure to specific chemicals, or classes of chemicals, in various subchapters of the law, including asbestos, (indoor) radon levels, lead (such as in paints and toys), dioxin, hexavalent chromium and polychlorinated biphenyls (PCBs). It also bans the use of chlorofluorocarbons in manufacturing.

Resource Conservation and Recovery Act of 1976 (as Amended by the Hazardous and Solid Waste Amendments of 1984)

The Resource Conservation and Recovery Act (RCRA) generally communicates Federal laws pertaining to hazardous waste management and provides for a "cradle to grave" approach to the regulation of hazardous wastes. The RCRA requires any entity generating hazardous waste to identify and track such substances from generation to recycling, reuse, or disposal. The DTSC implements the RCRA program in combination with other State hazardous waste laws, collectively known as the Hazardous Waste Control Law.

Federal Aviation Regulations

Development near airports and heliports can pose a potential hazard to people and property on the ground, as well as create obstructions and other hazards to flight. The Federal Aviation Regulations (FAR) provide criteria for evaluating the potential effects of obstructions on the safe and efficient use of navigable airspace within approximately 1 mile of a heliport, approximately 2 to 3 miles of airport runways, and approximately 9.5 miles from the end of high-traffic runways that have a precision instrument approach. According to the obstruction criteria provided in FAR Part 77, the Federal Aviation Administration (FAA) requires notification of any proposed construction or alteration projects of:

- More than 200 feet in height above ground level.
- Greater height than an imaginary surface extending outward 100 feet and upward one foot for a horizontal distance of 20,000 feet from the nearest point of the nearest runway of a public-use or military airport with at least one runway more than 3,200 feet in actual length.
- Greater height than an imaginary surface extending outward 50 feet and upward one foot for a horizontal distance of 10,000 feet from the nearest point of the nearest runway of a public-use or military airport with its longest runway no more than 3,200 feet in actual length.

- Greater height than an imaginary surface extending outward 25 feet and upward one foot for a horizontal distance of 5,000 feet from the nearest point of the nearest landing and takeoff area of a public-use heliport.

Other airspace protection concerns identified by the FAA include avoiding land uses in the airport vicinity that would create hazards to flight such as electrical interference, lighting, glare, smoke, and bird strikes. Under the California State Aeronautics Act, local governments have the authority to protect airspace as defined by the criteria in FAR Part 77.

The FAA requires notification of proposed construction or alteration projects that exceed the FAR Part 77 criteria at least 30 days prior to beginning construction (FAA Form 7460-1). Following notification of proposed construction or alteration, the FAA may conduct an aeronautical study to determine if proposed structures and construction equipment would create an airspace hazard. The FAA commonly requires proposed structures and construction equipment affecting navigable airspace to be marked and/or lighted for increased visibility.

State

California Environmental Protection Agency

The California Environmental Protection Agency (CalEPA) was created in 1991 by Governor's Executive Order. The six boards, departments, and office were placed under the CalEPA "umbrella" to create a cabinet-level voice for the protection of human health and the environment and to ensure the coordinated deployment of State resources. The mission of CalEPA is to restore, protect, and enhance the environment to ensure public health, environmental quality, and economic vitality (CalEPA 2017). CalEPA and the SWRCB establish rules governing the use of hazardous materials and the management of hazardous waste. Applicable State and local laws include the following:

- Public Safety/Fire Regulations/Building Codes
- Hazardous Waste Control Law
- Hazardous Substances Information and Training Act
- Air Toxics Hot Spots and Emissions Inventory Law
- Underground Storage of Hazardous Substances Act
- Porter-Cologne Water Quality Control Act

Also, as required by Government Code Section 65962.5, CalEPA develops an annual update to the Hazardous Waste and Substances Sites (Cortese) List (discussed in detail below).

Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65)

The Safe Drinking Water and Toxic Enforcement Act of 1986, also known as Proposition 65, was enacted 1986 with the intended purpose to protect California citizens and the State's drinking water sources from chemicals known to cause cancer, birth defects or other reproductive harm, and to inform citizens about exposures to such chemicals. Under the statute, a person in the course of doing business cannot expose an individual to a chemical known to the State to cause cancer or reproductive toxicity without first giving a clear and reasonable warning to an individual. Proposition 65 requires the State to maintain and update a list of chemicals known to the State to cause cancer or reproductive toxicity. The Office of Environmental Health Hazard Assessment (OEHHA) is the lead agency designated by the Governor to implement Proposition 65.

California Fire Code

The California Fire Code, which is updated every three years, is included in California Code of Regulations Title 24, Part 9 and was created by the California Building Standards Commission. Based on the International Fire Code, the California Fire Code serves as the primary means for authorizing and enforcing procedures and methods to ensure the safe handling and storage of hazardous substances that pose potential public health and safety hazards. The code regulates the use, handling, and storage requirements for hazardous materials at certain facilities. The California Fire Code and the California Building Code apply a classification system in identifying appropriate protective measures relative to fire protection and public safety. Such measures may include identification and use of proper construction standards, setbacks from property lines, and/or installation of specialized equipment.

State Fire Regulations

Fire regulations for California are established in Sections 13000 et seq. of the California Health and Safety Code, which includes regulations for structural standards (similar to those identified in the California Building Code), fire protection and public notification systems, fire protection devices such as extinguishers and smoke alarms, standards for high-rise structures and childcare facilities, and fire suppression training. The State Fire Marshal is responsible for enforcement of these established regulations and building standards for all State-owned buildings, State-occupied buildings, and State institutions in California.

Government Code Section 65962.5(a), Cortese List

The California Hazardous Waste and Substances Site List (also known as the Cortese List) is a planning document used by State and local agencies and by private developers to comply with

CEQA requirements in providing information about the location of hazardous materials sites. California Government Code Section 65962.5 requires CalEPA to annually update the Cortese List. The DTSC is responsible for preparing a portion of the information that comprises the Cortese List. Other State and local government agencies are required to provide additional hazardous material release information that is part of the complete list.

The EnviroStor database constitutes the DTSC's component of Cortese List data by identifying State response sites, Federal Superfund sites, school cleanup sites, and voluntary cleanup sites. EnviroStor identifies sites that have known contamination or sites for which further investigation is warranted. It also identifies facilities that are authorized to treat, store, dispose, or transfer hazardous waste.

Strategic Fire Plan for California

The 2018 Strategic Fire Plan was prepared by the California Department of Forestry and Fire Protection and the CalFire for the purpose of statewide fire protection. The plan is aimed at improving the availability and application of data on fire hazards and risk assessment; land use planning relative to fire prevention and safety; facilitating cooperation and planning between communities and the multiple fire protection jurisdictions, including county- and community-based wildfire protection plans; establishing fire resistance in assets at risk; shared visioning among multiple fire protection jurisdictions and agencies; assessment of levels of fire suppression and related services; and appropriate recovery efforts following the event of a fire.

Federal/State Occupational Safety and Health Act

Federal and State Occupational Safety and Health Act laws provide for the education of handlers of hazardous materials; employee notification for those working with or in proximity to hazardous materials; acquisition of product safety data sheets and manufacturing data for proper use and handling of hazardous materials; and remediation training for employees for accidental release of hazardous materials. The act requires preparation of an Injury and Illness Prevention Program, which outlines measures to ensure employee safety such as inspections, how to address unsafe conditions, employee training, and communication protocols.

Regional

Riverside County Department of Environmental Health

Under the California Unified Hazardous Waste and Hazardous Material Management Regulatory Program, (Chapter 6.11, Division 20, Section 25404 of the Health and Safety Code), hazards/hazardous materials management is addressed locally through the Certified Unified

Program Agency (CUPA). The CUPA for Riverside County, including Eastvale, is the Riverside County Department of Environmental Health, Hazardous Materials Branch (Branch).

The Branch is responsible for overseeing the six hazardous materials programs in the County. The Branch is responsible for inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate underground storage tanks, own/operate aboveground petroleum storage tanks, or handle other materials subject to the California Accidental Release Program. In addition, the Branch maintains an emergency response team that responds to hazardous materials and other environmental health emergencies 24 hours a day, seven days a week. The Branch also oversees the two Participating Agencies (Corona Fire and Riverside Fire) that implement hazardous materials programs within the County.

Local

City of Eastvale Local Hazard Mitigation Plan

The City's Local Hazard Mitigation Plan (LHMP) identifies the region's hazards, reviews and assesses past disaster occurrences, estimates the probability of future occurrences and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and manmade hazards. The LHMP is updated every five years and was developed in coordination with the Riverside County Emergency Management Department (EMD), which is comprised of participating Federal, State and local jurisdictions agencies, special districts, school districts, non-profit communities, universities, businesses, tribes and the general public.

City of Eastvale Emergency Operations Plan

The City's Emergency Operations Plan (EOP) establishes the overall approach for emergency response, including organization and task management, identification of policies and procedures, and coordination of planning efforts of the various emergency staff and service elements utilizing the Standardized Emergency Management System (SEMS) the National Incident Management System (NIMS). The objective of this plan is to incorporate and coordinate facilities and personnel into an efficient organization capable of responding effectively to any emergency. The latest revision to the EOP occurred in April 2018.

The EOP encompasses a broad range of large-scale emergencies and disasters, including:

- Major Earthquakes
- Hazardous Materials
- Wildfire
- Flooding
- Civil Unrest
- Power Outage
- Terrorism
- Public Health Emergencies

STANDARDS OF SIGNIFICANCE

Thresholds of Significance

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to hazards and hazardous materials if it would:

1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
4. 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, create a significant hazard to the public or the environment.
5. Result in a safety hazard or excessive noise for people residing or working in the project area 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.
6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

PROJECT IMPACTS AND MITIGATION

Impacts related to hazards and hazardous materials are analyzed below according to topic. Mitigation measures directly correspond with an identified impact, where applicable.

HAZARDS RELATED TO THE TRANSPORT, USE, OR DISPOSAL OF HAZARDOUS MATERIALS

Impact 3.5-1	**The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Impacts would be less than significant.**

Many types of businesses utilize various chemicals and hazardous materials, and their routine business operations involve chemicals that are manufactured, warehoused, or transported. Future buildout of the proposed Eastvale 2040 General Plan would include both residential and nonresidential uses. Increased development would result in an increase in the routine transport, use, and storage of hazardous materials in the project area, potentially resulting in accidental releases. Risk of upset can involve scenarios that could adversely affect the public or the environment through accidental release of hazardous materials. Exposure of persons to hazardous materials could also occur through the operations of future developments associated with the improper handling of hazardous materials/wastes, particularly by untrained personnel; transportation accident; environmentally unsound disposal methods; or fire, explosion, or other emergencies.

Typical incidents that could create a hazard involve accidental releases of hazardous materials including accidents during transport causing a “spill” of a hazardous materials and/or natural disasters causing the unauthorized release of a substance. If not cleaned up immediately and completely, these and other types of incidents could cause contamination of soil, surface water and groundwater, in addition to any toxic vapors that might be generated. Human exposure to contaminated soil or water could have potential health effects depending on a variety of factors, including the nature of the contaminant and the degree of exposure.

However, all future development would be required to comply with existing regulations regarding the use of hazardous materials and wastes and would continue to be subject to oversight by the RCFD and other regulatory agencies, as applicable. In addition, numerous existing regulations are in place at the Federal, State, and local levels to require precautionary measures in the design of vehicles that transport hazardous substances; the routes they are allowed to travel; design, operations, and monitoring of facilities that use large quantities of hazardous substances; proper disposal of hazardous materials and wastes; and oversight by Federal, State, and local regulatory agencies to ensure adherence to these regulations. The proposed Eastvale 2040 General Plan would have no effect on those existing regulatory standards

and would not authorize any kinds of activities that are more likely than existing activities in the City to be at risk for an accidental release of hazardous substances or wastes.

Further, future development that would utilize, store, or transport hazardous materials would be required to adhere to proposed Eastvale 2040 General Plan Policies S-5.1 through S-5.4, described below, for the handling and storage of hazardous materials, which have been designed to address and mitigate related environmental impacts and would reduce impacts regarding the accidental release of hazardous materials.

Policy S-5.1 The City will work with responsible agencies to identify and prevent potential hazardous waste releases.

Policy S-5.2 The City will regulate the storage of hazardous materials consistent with State and Federal law. The City shall not permit above- or below-ground tanks without considering the potential hazards that would result from the release of stored liquids caused by rupture, collapse, or leaks, and may request applicants to have an emergency response plan.

Policy S-5.3 The City will work with responsible agencies to ensure that all industrial facilities are constructed and operated in accordance with the most current safety and environmental protection standards.

Policy S-5.4 The City will coordinate with all appropriate local, county, State, and Federal agencies in hazardous materials route planning, notifications, and incident response to ensure appropriate first response to hazardous material incidents.

Therefore, implementation of these proposed policies regarding the use and storage of hazardous materials would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

HAZARDS RELATED TO THE ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

Impact 3.5-2	**The project would not have the potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.**

Accidental releases of hazardous materials are those releases that are unforeseen or that result from unforeseen circumstances, while reasonably foreseeable upset conditions are those release or exposure events that can be anticipated and planned for. During construction of future projects throughout the City, new development would potentially involve the use of hazardous materials, such as fuels, lubricants, paints, solvents, and greases in construction equipment and coatings used in construction. However, future construction activities would be short-term in nature, and the materials used would not require use or storage of hazardous materials in quantities that would pose a substantial safety hazard.

Compliance with all applicable local standards adopted by the City of Eastvale, as well as State and Federal health and safety requirements intended to minimize hazardous materials risk to the public, such as Cal/OSHA requirements, the Hazardous Waste Control Act, the California Accidental Release Protection Program, and the California Health and Safety Code, would ensure that all potentially hazardous materials are used and handled in an appropriate manner and would minimize the potential for safety impacts to occur; and all contaminated waste would be required to be collected and disposed of at an appropriately licensed disposal or treatment facility.

Hazardous Materials Sites

As summarized in Table 3.5-1, there are various sites throughout the City that the SWRCB and the DTSC have identified containing hazardous materials, which have the potential to pose health hazards. However, the status of these sites indicates that all have been cleaned up and require no further action by SWRCB and DTSC.

Unknown Hazardous Wastes

Future development accommodated through implementation of the proposed Eastvale 2040 General Plan could involve grading and excavation activities which could expose construction workers and the public to previously unknown hazardous substances present in the soil or groundwater. Exposure to contaminants could occur if the contaminants migrated to surrounding areas or if contaminated zones were disturbed at the contaminated location. Grading and excavation activities could also reveal previously unidentified Underground Storage Tanks (USTs). Although UST removal activities could pose risks to workers and the public,

potential risks would be minimized by managing the tank according to existing Riverside County Department of Environmental Health standards.

To reduce impacts associated with unknown hazardous wastes, future development under the Eastvale 2040 General Plan would be required to prepare project-specific Phase I Environmental Site Assessments (ESA) for any properties identified on any list of hazardous materials compiled pursuant to Government Code Section 65962.5. The Phase I ESAs would be prepared in accordance with ASTM Standard Practice E 1527-05 or the Standards and Practices for All Appropriate Inquiry (AAI), prior to any demolition or construction activities. The Phase I ESAs would identify specific Recognized Environmental Conditions (RECs) which may require further sampling/remedial activities by a qualified Hazardous Materials Specialist with Phase II/site characterization experience. If the Phase I ESAs reveals RECs, a Hazardous Materials Specialist would be charged with identifying site-specific remedial activities, which would be strictly controlled by local, State, and Federal requirements.

Demolition

Any future development within the Planning Area proposing demolition that could result in the release of asbestos-containing materials (ACMs) or lead-based paints (LBPs). The National Emission Standards for Hazardous Air Pollutants mandates that building owners conduct an asbestos survey to determine the presence of ACMs prior to the commencement of any remedial work, including demolition. In accordance with SCAQMD Rule 1403, if ACM is found, abatement of asbestos would be required prior to any demolition activities. If ACMs or LBPs are identified during site-specific hazardous materials inspections, abatement activities would be required to occur prior to demolition.

Therefore, following compliance with Federal, State, and local regulations as described above, impacts would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

EMIT HAZARDOUS EMISSIONS NEAR AN EXISTING OR PROPOSED SCHOOL

Impact 3.5-3	**The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. Impacts would be less than significant.**

Several schools in the Corona-Norco Unified School District are located within, or within 0.25-mile of, the Planning Area, as well as a number of private schools. Future development under the proposed Eastvale 2040 General Plan would have a potentially significant impact on the environment if it would emit hazardous emissions or substances within 0.25-mile of an existing or proposed school. Much of Eastvale is fully developed (particularly lands around existing school sites) and therefore is not expected to change significantly over the planning horizon. While the proposed Eastvale 2040 General Plan does not propose any development at this time, it does propose revised land use designations and policy areas throughout the Planning Area that could occur within 0.25-mile of an existing or proposed school location. Therefore, any future development would be required to adhere to General Plan Policies S-5.1 through S-5.4 (discussed in Impact 3.5-1) for the handling and storage of hazardous materials, comply with California Division of Occupational Safety and Health (Cal/OSHA) regulations, and USEPA regulations in order to reduce the potential for impacts to schools within 0.25-mile of a development site.

Future development would also require adherence to California Hazardous Waste Control Law, California Health and Safety Code, and RCRA regulations in order to minimize potential impacts associated with the accidental release of hazardous materials. As a result, future development under the proposed Eastvale 2040 General Plan would not conflict with any State or local plan aimed at preventing emissions or handling of hazardous materials near schools. As such, impacts related to the use, handling, transport, and generation of hazardous or acutely hazardous emissions within a quarter mile of an existing school would be **less than significant.**

Mitigation Measures: None required.

Level of Significance: Less than significant.

BE LOCATED ON A HAZARDOUS MATERIALS SITE

Impact 3.5-4	**The project would not 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, it would not create significant hazard to the public or the environment. Impacts would be less than significant.**

As shown in Table 3.5-1 above, a search of the EnviroStor database yielded ten sites in the City, five of which were school investigations. A search of the GeoTracker database yielded sixteen sites within the City. Of these sites, one was currently open for verification monitoring. No results were found on the USEPA National Priority List, Superfund Enterprise Management System, or Envirofacts databases.

Since there are sites undergoing investigation and/or remediation within the City, hazardous substance contamination on or adjacent to specific project developments in the City could impact existing residents and/or employees. Future development in accordance with implementation of the proposed Eastvale 2040 General Plan may be impacted by hazardous substance contamination remaining from historical operations on a particular site. However, properties contaminated by hazardous substances are regulated at the Federal, State, and local levels and are subject to compliance with stringent laws and regulations for investigation and remediation. Therefore, impacts resulting from buildout of the proposed Eastvale 2040 General Plan would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

SAFETY HAZARD RELATED TO A PUBLIC AIRPORT OR PRIVATE AIRSTRIP

Impact 3.5-5	**The project is located within an airport land use plan and is located within 2 miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. Impacts would be less than significant.**

As shown in Exhibit 3.5-2, the Chino Airport is located just west of the City of Eastvale and a large portion of the western portion of the City is located within the airport's Airport Influence Area. Chino Airport is a general aviation airport, owned and operated by the County of San Bernardino and situated within the incorporated limits of the City of Chino in the southwest corner of San Bernardino County. In addition, Ontario International Airport is located approximately 10 miles north of City and the northern portion of the City falls within the boundaries of the airport's Airport Influence Area. Therefore, compliance with applicable regulations of the FAA would be

required, and the Chino Airport Comprehensive Land Use Plan (November 1991) and Ontario International Airport Land Use Compatibility Plan (April 2011) would be considered for any proposed project in the area.

The Riverside County ALUC is tasked with reviewing development plans surrounding Chino Airport and Ontario International Airport for consistency with the ALUCP. While the proposed Eastvale 2040 General Plan does not propose any development at this time, it does propose revised land use designations and policy areas throughout the Planning Area that could occur within two miles of an existing airport land use plan area. These proposed changes would modify the land uses within the Airport Land Use Compatibility Plans and would also require future development to comply with the criteria implemented for each assigned Compatibility Zone.

Pursuant to proposed Eastvale 2040 General Plan Policies S-7.2 and S-7.3, future development activities occurring within the Planning Area and within an Airport Influence Area would require review by the ALUC during the development review process to ensure development compliance with Compatibility Zone criteria. This also requires future development within Compatibility Zones to be reviewed by the ALUC in accordance with the Basic Land Use Compatibility Criteria (ALUC Policy 3.1.1), for nonresidential development compatibility (ALUC Policy 3.1.4), for open land availability for emergency aircraft landing (ALUC Policy 4.2.4) and risk reduction through building design (ALUC Policy 4.2.6), and development clustering (LU Policy 15.9). As a result, the project is not anticipated to conflict with an adopted ALUCP. Therefore, impacts relative to airport safety hazards would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

INTERFERE WITH AN ADOPTED EMERGENCY RESPONSE PLAN OR EMERGENCY EVACUATION PLAN

Impact 3.5-6	**The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.**

The proposed Eastvale 2040 General Plan would not impair or physically interfere with an adopted emergency response plans or emergency evacuation plan. The RCFD in cooperation with CalFire provides fire and emergency response service to unincorporated Riverside County. The Fire Department has adopted a Standards of Coverage and Deployment Plan to identify emergency facilities, deployment strategies, and have appropriate personnel and equipment available to effectively deal with emergency situations within Riverside County. Furthermore, implementation of proposed Eastvale 2040 General Plan Policy S-5.4 in regard to hazardous materials route planning, notifications, and incident response to ensure appropriate first

response to hazardous material incidents, would encourage future development to be pro-active and ready in the event of an emergency.

The proposed Eastvale 2040 General Plan would not require or result in revisions to the adopted Standards of Coverage and Deployment Plan. Primary access to all major roads would be maintained during construction of future development projects within the Planning Area. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

WILDLAND FIRE

Impact 3.5-7	**The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. Impacts would be less than significant.**

Eastvale has been primarily developed with single-family residential homes and commercial shopping centers prior to its incorporation in 2010. As of today, it is estimated that over 90 percent of the City's available lands have already been developed. As such, there are limited areas of fire hazard concern. According to the CalFire Fire Hazard Zone Map Viewer, land in the southwest portion of Eastvale is a State Responsibility Area and designated as a moderate fire hazard severity zone (FHSZ) due to the presence of wild vegetation along the Santa Ana River. Much of the land is already developed or would be designated as Riverfront Policy Area, the potential uses of which include various recreation uses subject to the approval of the Riverside County Flood Control District. This policy area provides for the conservation of natural resource areas including watersheds, habitat areas and corridors, and areas within flood zones. As such, fire hazards risks in this policy area would be minimized since it would be preserved as open space.

Future development in the FHSZ would be required to meet minimum standards for fire safety as defined in the City's Building or Fire codes. To ensure emergency services in the City are not impaired by future development, all development projects are reviewed by the RCFD prior to approval. Proposed Eastvale 2040 General Plan Policy S-4.1 requires that future development projects undergo site-specific review to ensure that projects meet minimum standards for fire safety as defined in the City's Building or Fire codes, based on building type, design, occupancy, and use. Policy S-4.2 would require development in Fire Hazard Severity Zones shall include secondary public access, unless determined otherwise by the Fire Chief. Policy S-4.6 would require proposed development to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds the standards in the California Fire Safe Regulations. Policy S-

4.7 would require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildfires.

The City, in consultation with RCFD, would continue to consider the wildfire impacts of individual projects and require fuel modification as necessary. Further, while development construction activities near open space areas can result in a temporary increase in wildfire risks, intensification of already developed land uses, as would predominantly occur through implementation of the proposed Eastvale 2040 General Plan, would serve to further reduce the fuel load within the Planning Area through mandatory fuel modification activities for projects in close proximity to flammable vegetation. As such, with implementation of Eastvale 2040 General Plan Policies S-4.1, S-4.2, S-4.6, and S-4.7, impacts regarding wildfire risks resulting from the implementation of the proposed Eastvale 2040 General Plan would be considered **less than significant**. Refer also to Section 4.0, *Effects Found Not to be Significant*, for more discussion on wildfire issues.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.5-8	**The project would not result in a significant cumulative impact related to hazards and hazardous materials. Impacts would be less than cumulatively considerable.**

Similar to other potential impacts, such as those related to geology and soils, risks related to hazards and hazardous materials are typically localized in nature because they tend to be related to on-site existing hazardous conditions and/or hazards caused by the project's construction or operation. The cumulative setting for hazards associated with the proposed project consists of the City of Eastvale.

Past, existing, and planned development in the City could pose risks to public health and safety related to the use, storage, handling, generation, transport, and disposal of hazardous materials and wastes. Hazardous materials contamination impacts, including remediation activities to protect public health and safety, are generally site-specific and do not combine with the effects on other sites to result in a cumulative effect. As mentioned above, future development under the proposed Eastvale 2040 General Plan must comply with all applicable local and State laws and requirements regarding the transport, handling, and disposal of hazardous materials and substances. In addition, RCFD would review the proposed plans for all future development under the proposed Eastvale 2040 General Plan prior to project approval to ensure adequate emergency access and circulation, as well as conformance with other fire protection requirements (e.g., sprinkler systems, fire hydrant locations).

As mentioned under Impact 3.5-7, while land in the southwest portion of Eastvale is a State Responsibility Area and designated as a moderate FHSZ, cumulative projects would be required to implement mitigation measures to reduce the risk of wildfires, such as buffering on-site uses and establishment of fuel modification zones. Additionally, the proposed Eastvale 2040 General Plan would not expose people or structures to a significant risk of loss, injury, or death from wildfires, as future development projects would be designed in compliance with additional guidelines from RCFD related to fire prevention and subject to approval by the City's Planning Division (as applicable).

Therefore, in combination with other reasonably foreseeable development projects in the region, the project's contribution to a cumulative impact would be **less than cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

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Section 3.6
Hydrology and Water Quality

This section of the EIR describes the existing hydrology and water quality in the vicinity of the project area and analyzes the potential physical environmental effects related to hydrology, drainage, erosion and sediment transport, and water quality that may occur due to implementation of the proposed project.

Impacts of the proposed project on existing and future water supply sources, wastewater treatment, and storm water facilities are described and analyzed in Section 3.13, *Utilities and Service Systems*. Impacts associated with potential topsoil loss and erosion are presented in Section 4.3, *Geology and Soils* (refer to Section 4.0, *Effects Found Not to be Significant*).

ENVIRONMENTAL SETTING

Regional Watershed Hydrology

The City of Eastvale is located atop the Chino Groundwater Basin (Chino Basin) which is a part of the Upper Santa Ana Valley Groundwater Basin. The Chino Basin is the largest groundwater basin in the Upper Santa Ana River Watershed, consisting of approximately 154,000 acres, or 240 square miles. The Chino Basin is located within portions of the counties of San Bernardino, Riverside, and Los Angeles. It is bounded on the east by the Rialto-Colton fault; on the southeast by the contact with impermeable rocks forming the Jurupa Mountains and low divides connecting the exposures. On the south, the Chino Basin is bounded by contact with impermeable rocks of the Puente Hills and by the Chino fault; on the northwest by the San Jose fault; and on the north by impermeable rocks of the San Gabriel Mountains and by the Cucamonga fault. San Antonio Creek and Cucamonga Creek drain the surface of the Chino Basin southward to join Santa Ana River. Annual mean precipitation ranges from 13 to 29 inches across the surface of the Chino Basin and averages about 17 inches.[1]

Groundwater

A groundwater basin is generally defined as a hydrogeologic unit containing one large aquifer as well as several connected and interrelated aquifers which have reasonably well-defined boundaries. Domestic water in Eastvale is provided by the Jurupa Community Services District (JCSD). The source of water supply for the JCSD is local groundwater. This groundwater is produced from the Chino groundwater basin, which is an adjudicated basin administered by

[1] City of Eastvale, Eastvale General Plan Environmental Impact Report, March 2012, Section 3.4, *Water Resources,* p. 3.4-1.

Chino Basin Watermaster (Watermaster). Most groundwater basin recharge is local storm runoff. However, from time to time, Watermaster provides supplemental recharge in the form of imported water from Northern California.

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

Eastvale has a warm, semi-arid climate, exhibiting hot, dry summers and cooler, wetter winters. The average monthly high temperature ranges from approximately 68 to 96 degrees Fahrenheit (°F), with an annual average high temperature of approximately 88°F. Records show that average annual rainfall is approximately 11.42 inches. Most rainfall typically occurs during the winter months.[2]

After decades of rapid population growth, increasing groundwater production, and declining water quality, the 1978 *Chino Basin Municipal Water District v. City of Chino et al.* judgment (1978 Judgment) settled extraction rights in the Chino Subbasin. Under the adjudication, groundwater producers in the subbasin are allocated a base water right, a fraction of the sub-basin's safe yield. To oversee the management of the subbasin and implement the terms of the adjudication, the 1978 Judgment created the Chino Basin Watermaster. The Watermaster files annual reports to the court verifying compliance with the judgment.

Under the 1978 Judgment, safe yield from the Chino Subbasin is set at approximately 145,000 acre-feet per year (AFY).[3] The Chino Basin Watermaster has recently undertaken a safe yield redetermination. In July 2020, the court ordered that the safe yield be reduced by 3 percent and reset to 131,000 AFY for the period of July 1, 2020 to June 30, 2030.[4] Sources of inflow to the Chino Subbasin include direct infiltration of precipitation and surface flow, as well as underflow of groundwater from adjacent basins. JCSD, the drinking water service provider to the City, maintains a total production right of 19,547.9 AFY from the Chino Subbasin, which includes its base water right and rights acquired through agricultural land use conversions.[5]

[2] Jurupa Community Services District, 2020 Water Master Plan, Executive Summary, p. ES-1.
[3] An Acre Foot is the volume of water necessary to cover one acre (43,560 square feet) to the dept of one foot, approximately 325,851 gallons.
[4] Jurupa Community Services District, 2020 Urban Water Management Plan, Chapter 7, p. 7-5.
[5] Jurupa Community Services District, 2020 Urban Water Management Plan, Chapter 7, p. 7-23.

Water Quality

The primary sources of surface and groundwater pollution enter the water system via stormwater runoff from paved areas. This urban runoff can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria. Leaking septic tanks can cause similar types of contamination. Illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals. These contaminants can adversely affect receiving waters, flora and fauna, and public health.

The Chino Basin was adjudicated in 1978 pursuant to a judgment entered in the Superior Court of the State of California for the County of San Bernardino. Pumping within the Chino Basin is managed and reported by the Chino Basin Watermaster. The Chino Basin Watermaster is the oversight agency responsible for recharging and preventing overdraft within the Chino Basin (the Chino Basin Watermaster recharges the Chino Basin from the following sources: stormwater recharge, State Water Project (SWP) water purchased from Metropolitan Water District of Southern California, a SWP contractor, and recycled water). Groundwater management activities of the Chino Basin are implemented through an Optimum Basin Management Program (OBMP) that was developed for the Chino Basin in 2000 (recently updated in 2020), pursuant to the judgment. Pursuant to the judgment, the Watermaster files an annual report of Watermaster activities with the court each year. JCSD is a party to the adjudication and the OBMP is implemented to manage water quality and other factors in the Chino Basin.[6]

Flooding

Based on the City's Local Hazard Mitigation Plan (LHMP), flood hazards in Eastvale are limited to the area along the Santa Ana River. As described in the existing General Plan, these areas are planned for uses consistent with periodic flooding (such as open space and parks). In the developed areas of Eastvale, flood control facilities are in place that protect homes and businesses from flooding.[7]

One additional type of flooding that can occur is the catastrophic flood caused by the failure of a dam. Eastvale is not in an area that would be affected by inundation due to the failure of an upstream dam.[8]

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[6] City of Eastvale, Eastvale General Plan Environmental Impact Report, March 2012, Section 3.4, *Water Resources,* p. 3.4-2.

[7] City of Eastvale, Local Hazard Mitigation Plan, October 2018, Section 4.4, *Identification of Risks and Vulnerabilities,* p. 20.

[8] City of Eastvale. General Plan. 2012. Chapter 12, *Safety*. p. 12-7.

The Cucamonga Creek Channel, which runs through the northwest portion of the City, is under the jurisdiction of the US Army Corps of Engineers (USACE). The Channel flows from the City of Ontario, into Eastvale, and out into the City of Chino. Within the Cities of Ontario and Chino, this Channel is designated as Flood Zone A, the 100-year flood hazard zone. However, this Channel, as with the majority of the City of Eastvale, is not mapped by the Federal Emergency Management Agency (FEMA).

According to the LHMP, there is potential for critical damage to the City due to flood hazards. Flooding could cause cascading hazards such as landslides, pipeline hazards, transportation incidents, power outages, hazardous materials incidents, civil unrest, diseases, and insect infestations.[9]

Seiche and Tsunami

A seiche is a surface wave created when a body of water is shaken, usually by earthquake activity. Seiches are of concern relative to water storage facilities, because inundation from a seiche can occur if the wave overflows a containment wall, such as the wall of a reservoir, water storage tank, dam, or other artificial body of water. Tsunamis are a type of earthquake-induced flooding that is produced by large-scale sudden disturbances of the sea floor. Tsunamis interact with the shallow sea floor topography upon approaching a landmass, resulting in an increase in wave height and a destructive wave surge into low-lying coastal areas.

The City is located over 30 miles inland from the Pacific Ocean.[10] No substantial bodies of water are located in the area that pose seiche or tsunami risks to the City.

REGULATORY FRAMEWORK

Federal

National Flood Insurance Program

FEMA oversees floodplains and administers the National Flood Insurance Program (NFIP) adopted under the National Flood Insurance Act of 1968. The program makes Federally subsidized flood insurance available to property owners in communities that participate in the program. Areas of special flood hazard (those subject to inundation by a 100-year flood) are identified by FEMA through regulatory flood maps titled Flood Insurance Rate Maps. The NFIP mandates that development cannot occur within the regulatory floodplain (typically the 100-year

[9] City of Eastvale, Local Hazard Mitigation Plan, October 2018, Section 4.4, *Identification of Risks and Vulnerabilities,* p. 20.
[10] Google Earth, n.d., accessed June 21, 2023.

floodplain) if that development results in an increase of more than 1-foot elevation. In addition, development is not allowed in delineated floodways within the regulatory floodplain.

Clean Water Act

The Clean Water Act (CWA) gives states the primary responsibility for protecting and restoring water quality. In California, the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCB) are the agencies with the primary responsibility for implementing Federal CWA requirements, including developing and implementing programs to achieve water quality standards. Water quality standards include designated beneficial uses of water bodies, criteria or objectives (numeric or narrative) which are protective of those beneficial uses, and policies to limit the degradation of water bodies. The City is in an area of the State regulated by the Santa Ana RWQCB (Region 8).

Section 401, Water Quality Certification

CWA Section 401 requires that, prior to issuance of any Federal permit or license, any activity (including river or stream crossing during road, pipeline, or transmission line construction) that may result in discharges into waters of the United States must be certified by the State, as administered by the RWQCB. This certification ensures that the proposed activity does not violate State and/or Federal water quality standards.

Section 402, National Pollutant Discharge Elimination System (NPDES)

CWA Section 402 authorizes the SWRCB to issue a NPDES Construction General Storm Water Permit (Order 2012-0006-DWQ), referred to as the Construction General Permit. NPDES regulations in the City are administered by the Santa Ana RWQCB. Disturbance of one or more acres triggers NPDES coverage under the Construction General Permit, which requires:

- Filing of a Notice of Intent (NOI) with the SWRCB;
- Implementation of a stormwater pollution prevention plan (SWPPP) that specifies best management practices (BMPs) to prevent grading/construction-related pollutants (including sediment from erosion) from contacting stormwater and moving off-site into receiving waters, as well as elimination/reduction of non-stormwater discharges; and
- Inspections of all BMPs.

The Construction General Permit also contains requirements for post-construction stormwater management in the form of long-term BMPs, particularly for impervious surface runoff.

Section 404, Discharge of Dredged or Fill Materials

CWA Section 404 establishes programs to regulate the discharge of dredged and fill material into waters of the United States, including wetlands. For purposes of Section 404, the limits of non-tidal waters extend to the ordinary high-water mark, established by the fluctuation of water and indicated by physical characteristics, such as the natural line impressed on the bank, changes in the character of the soil, and presence of debris flow. When an application for a Section 404 permit is made, the applicant must show that steps have been taken to avoid impacts to wetlands or waters of the United States where practicable, minimize unavoidable impacts on waters of the United States and wetlands, and provide mitigation for unavoidable impacts.

Section 404 requires a permit for construction activities involving placement of any kind of fill material into waters of the United States or wetlands. A Water Quality Certification pursuant to CWA Section 401 is required for Section 404 permit actions. If applicable, construction would also require a request for Water Quality Certification (or waiver thereof) from the Santa Ana RWQCB.

Section 303, Water Quality Standards and Implementation Plans

CWA Section 303(d) requires states to identify "impaired" water bodies as those which do not meet water quality standards. States are required to compile this information in a list and submit the list to the U.S. Environmental Protection Agency (EPA) for review and approval. This list is known as the Section 303(d) List of Impaired Water Bodies. As part of this listing process, states are required to prioritize waters and watersheds for future development of total maximum daily load (TMDL) requirements. The SWRCB and RWQCBs have ongoing efforts to monitor and assess water quality, prepare the Section 303(d) list, and develop TMDL requirements.

Water bodies on the list have no further assimilative capacity for the identified pollutant, and the Section 303(d) list identifies priorities for development of pollution control plans for each listed water body and pollutant. The pollution control plans triggered by the CWA Section 303(d) list are called TMDLs. The TMDL is a "pollution budget" designed to restore the health of a polluted body of water and ensure the protection of beneficial uses. The TMDL also contains the target reductions needed to meet water quality standards and allocates those reductions among the pollutant sources in the watershed (point sources, nonpoint sources, and natural sources) (40 CFR 130.2).

Regulations governing the TMDL program (40 CFR 130.2 and 130.70) define the TMDL as the sum of the individual waste load allocations (WLAs) for point sources and load allocations (LAs) for nonpoint sources. When a jurisdiction discharges stormwater to an impaired water body, they may be asked to participate in or supply information for the TMDL development process for impaired waterbodies that do not yet have an approved TMDL. The participation in the TMDL process will likely mean attending public meetings as a stakeholder and providing information

related to the MS4 and associated stormwater discharges, such as outfall locations, drainage areas, types and locations of structural and non-structural BMPs, as well as the expected or measured pollutant load reductions from the BMPs. This information supports calculation of an accurate and reasonable WLA for individual dischargers.

State

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act, in cooperation with the CWA, established the SWRCB. The SWRCB and the nine RWQCBs are responsible for protecting California's surface water and groundwater supplies. Section 13000 of the act directs each RWQCB to develop water quality control plans for all areas in its region, to designate the beneficial uses of California's rivers and groundwater basins; these plans are the basis for each board's regulatory program.

The Basin Plan gives direction on the beneficial uses of State waters in Region 8, describes the water quality that must be maintained to support such uses, and includes programs, projects, and other actions necessary to achieve the standards established in the Basin Plan. The Basin Plan defines water quality objectives for groundwater and inland surface waters.

State Water Resources Control Board, Stormwater Construction General Permit

The five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs in the major watersheds of the State. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters.

The NPDES General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit) (SWRCB Order No. 2012-0006-DWQ, NPDES No. CAS000002) requires that construction sites with one acre or greater of soil disturbance, or less than one acre but part of a greater common plan of development, apply for coverage for discharges under the Construction General Permit by submitting an NOI for coverage, developing an SWPPP, and implementing BMPs to address construction site pollutants.

The SWPPP should contain a site map(s) which shows the construction site perimeter, existing and proposed buildings, lots, roadways, stormwater collection and discharge points, general topography both before and after construction, and drainage patterns across the project. The SWPPP must list the BMPs that the discharger will use to protect stormwater runoff and the placement of those BMPs. Additionally, the SWPPP must contain a visual monitoring program, a chemical monitoring program for "non-visible" pollutants to be implemented if there is a failure

of BMPs, and a sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment. Section A of the Construction General Permit describes the elements that must be contained in a SWPPP. Enrollment under the Construction General Permit is through the Stormwater Multiple Application and Report Tracking System. Additionally, the SWRCB is responsible for implementing the CWA and issues NPDES permits to cities and counties through the individual regional boards.

Regional

California Waterboard – Region 8

The Santa Ana Region includes the upper and lower Santa Ana River watersheds, the San Jacinto River watershed, and several other small drainage areas, which includes the City of Eastvale. The Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) contains the basis for the Region's regulatory programs. The Basin Plan establishes water quality standards for the ground and surface waters of the region. The term "water quality standards," as used in the Federal Clean Water Act, includes both the beneficial uses of specific waterbodies and the levels of quality which must be met and maintained to protect those uses. The Basin Plan includes an implementation plan describing the actions by the Regional Board and others that are necessary to achieve and maintain the water quality standards.

Based on the Order No. R8-2017-0013, Approval of Recommendations for the Federal Clean Water Act Section 303(d) List, the reach of the Santa Ana River as it passes through Eastvale is listed on the 303d list as being impaired for lead, copper, and fecal indicator bacteria. Total maximum daily loads (TMDLs) for lead and copper are anticipated to be established for the river by 2023 and bacteria is currently being addressed by a Federal TMDL.

Santa Ana Watershed Protection Program

The City of Eastvale is a participant in the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System Permit (MS4 Permit) to the Riverside County Flood Control and Water Conservation District (the Principal Permittee). The Santa Ana MS4 Permit is for the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). The Permittees' stormwater programs are designed to ensure compliance with this permit.

Jurupa Community Services District 2020 Urban Water Management Plan (UWMP)

The California Water Code, Division 6, Part 2.6, Section 10610 et. seq. (California Urban Water Management Planning Act) requires any municipal water supplier serving over 3,000 connections or 3,000 AFY to prepare a UWMP. JCSD's 2020 UWMP characterizes historical water supplies and

use, projects future demand and supply through 2045, and identifies supply augmentation projects and programs, cumulative water demand projections, and water shortage contingency plans. Supply and demand projections are included for normal, single-dry, and multiple-dry year scenarios.

JCSD also requires developers to obtain a Water/Sewer Availability letter for all projects that involve water and/or sewer services within the district's boundaries. This includes a $2,800.00 deposit for either Parcel Maps or Tract Maps, feedback if needed, and a request for approvals to the Board of Directors. Other JCSD services include plan-check.

Riverside County Drainage Area Management Plan

The Riverside County Drainage Area Management Plan (DAMP), developed by the Riverside County Flood Control and Water Conservation District and other co-permittees to the MS4 Permit, outlines programs and policies to manage urban runoff. The DAMP includes development review procedures for co-permittees, required construction BMPs and inspection frequency, annual reporting and evaluation framework, and total maximum daily load (TMDL) implementation strategies. The DAMP is the primary document outlining compliance procedures for co-permittees to adhere to the requirements of the MS4 Permit in Riverside County.

Local

City of Eastvale Municipal Code

The Santa Ana RWQCB issues regulations specifying what can be discharged into storm drains. The City is listed as a co-permittee for the Riverside County NPDES Permit issued by the Santa Ana RWQCB and is bound to comply with all the aspects of the permit requirements. The City has adopted an ordinance that addresses non-storm water discharges that are not allowed into the City's storm water system in the Eastvale Municipal Code Chapter 14.12, *Stormwater Drainage System Protection Regulations*. The purpose of this chapter is to ensure the future health, safety and general welfare of City residents by: (1) reducing pollutants in stormwater discharges to the maximum extent practicable; (2) regulating illicit connections and discharges to the storm drain system; and (3) regulating non-stormwater discharges to the storm drain system. The Ordinance also serves to protect and enhance the water quality of city watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal Clean Water Act (33 USC 1251 et seq.), Porter-Cologne Water Quality Control Act (Water Code § 13000 et seq.), any applicable State or Federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith. The State permit regulations and the City ordinance affect residential, industrial, commercial, and construction sites and/or projects.

Specifically, Section 14.12.060 of Eastvale Municipal Code Chapter 14.12 prohibits the discharge of any pollutants to any street, alley, sidewalk, storm drain, inlet, catch basin, or conduit and applies to all construction sites, new development and redevelopment, existing development, and commercial and industrial facilities in Eastvale. Section 14.12.090 prohibits discharges in violation of the municipal National Pollutant Discharge Elimination System (NPDES) permit (MS4 permit) or any NPDES permit for industrial or construction activity. Finally, Section 14.12.110 contains the ordinance's enforcement provisions and allows Eastvale to make BMPs a condition of approval to the issuance of a City permit.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to hydrology and water quality if it would:

1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.
2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
    a. Result in substantial erosion or siltation on- or off-site.
    b. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
    c. 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.
    d. Impede or redirect flood flows.
4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

PROJECT IMPACTS AND MITIGATION

VIOLATION OF WATER QUALITY STANDARDS

Impact 3.6-1 **The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts would be less than significant.**

Stormwater runoff (both dry and wet weather) generally discharges into storm drains and/or flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on receiving water bodies and their beneficial uses. Stormwater characteristics depend on site conditions (e.g., land use, impervious cover, pollution prevention, types and amounts of BMPs), rain events (duration, amount of rainfall, intensity, time between events), soil type and particle sizes, multiple chemical conditions, the amount of vehicular traffic, and atmospheric deposition. Major pollutants typically found in runoff include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria.

Future development projects under the proposed Eastvale 2040 General Plan, specifically on sites that are one acre or larger, would be subject to the requirements of the NPDES Construction General Permit, which requires the application of erosion and sedimentation control BMPs during construction and preparation of a Storm Water Pollution Prevention Plan (SWPPP) for proper water quality management. Any development project under one acre would be required to implement construction BMPs to minimize erosion and the discharge of pollutants off-site. Erosion control BMPs are designed to prevent erosion, whereas sediment controls are designed to trap sediment once it has been mobilized.

Each future development project would be required to prepare an Erosion Control Plan, which would identify standard erosion control measures (BMPs) and be designed to prevent erosion and construction pollutants from entering the City's storm drain and receiving waters. Examples of prescribes measures include phased grading, limiting areas of disturbance, designating restricted-entry zones, diverting runoff from disturbed areas, protective measures for sensitive areas, outlet protection, and provisions for revegetation or mulching. The Erosion Control Plan would also include treatment measures to trap sediment, including inlet protection, straw bale barriers, straw mulching, straw wattles, silt fencing, check dams, terracing, and siltation or sediment ponds. By requiring implementation of an Erosion Control Plan and BMPs during construction activities, the City ensures that these activities would not violate standards or degrade water quality. As part of its normal project approval and construction oversight activities, the City monitors compliance with these requirements.

To further reduce potential violations of water quality standards, the proposed Eastvale 2040 General Plan identifies the following policies:

Policy S-3.5 Development using, storing, or otherwise involved with substantial quantities of on- site hazardous materials shall not be permitted, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied, and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by State and Federal laws and regulations.

Action S-3.5.1 Enforce provisions of the Building Code as it relates to flooding and hazardous materials. Specific flood-proofing measures may require use of paints, membranes, or mortar to reduce water seepage through walls; installation of watertight doors, bulkheads, and shutters; installation of floodwater pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls.

Policy S-3.6: Any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.

With the required compliance with the NPDES Construction General Permit and applicable Eastvale 2040 General Plan policies, future development projects under the proposed Eastvale 2040 General Plan would result in a **less than significant** impact related to a violation of water quality standards or waste discharge requirements or substantial degradation of surface water or groundwater quality.

Mitigation Measures: None required.

Level of Significance: Less than significant.

GROUNDWATER SUPPLIES

Impact 3.6-2 **The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin. Impacts would be less than significant.**

As discussed in Section 3.13, *Utilities and Service Systems*, future development under the proposed Eastvale 2040 General Plan would be served by JCSD's existing and projected water supplies, which are drawn from the adjudicated Chino Subbasin and nearby adjudicated Riverside-Arlington groundwater basin and based on each basin's respective safe yield. According to the JCSD 2020 UWMP, the available supplies and water demands for JCSD's service area were analyzed to access the region's ability to satisfy demands during three scenarios: a normal water year, single-dry year, and multiple-dry years. The analysis concluded that JCSD has adequate supplies to meet demands during normal, single-dry, and multiple-dry years throughout the 20-year planning period (to Year 2045). Therefore, implementation of the proposed Eastvale 2040 General Plan would not substantially decrease groundwater supplies such that it would impede sustainable groundwater management of the Chino Subbasin.

Future development under the proposed Eastvale 2040 General Plan would not significantly change the Planning Area's groundwater recharge ability and would not substantially impede percolation of water into the underlying substrate at a level beyond current conditions. In addition, while the proposed Eastvale 2040 General Plan would result in an increase in a mix of land uses in the Planning Area, these uses are not expected to result in a substantial depletion of groundwater resources. Proposed Eastvale 2040 General Plan Policy LU-1.7 would ensure that each new development would be adequately served by JCSD groundwater supplies. Accordingly, implementation of the proposed Eastvale 2040 General Plan would not substantially decrease groundwater supplies or interfere with groundwater recharge. Therefore, impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

EROSION OR SILTATION

Impact 3.6-3	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site. Impacts would be less than significant.**

Construction of any future development project under the proposed Eastvale 2040 General Plan may involve removal of existing structures and associated hardscape, as well as the disturbance and removal of soil. These activities have the potential to temporarily alter existing drainage patterns on construction sites and immediately surrounding areas by exposing underlying soils, modifying flow direction, and making the construction site temporarily more permeable. However, any future development project, particularly those to be developed on sites that are one acre or larger, would be subject to the requirements of the NPDES Construction General Permit.

In accordance with the requirements of these permits, development projects would implement a SWPPP that specifies BMPs and erosion control measures to be used during construction to manage runoff flows and ensure that stormwater or construction watering runoff does not impact off-site drainage facilities or receiving waters; refer to the discussion in Impact 3.6-1, above. Further, Eastvale 2040 General Plan includes Policy S-3.6, which would require that any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge. Therefore, through compliance with all NPDES Construction General Permit requirements, as well as compliance with applicable City grading permit regulations and proposed Eastvale 2040 General Plan policies, construction activities associated with future development projects under the proposed Eastvale 2040 General Plan would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial erosion or siltation on or off-site. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Flooding On- or Off-Site

Impact 3.6-4	**The project would not substantially alter the existing drainage pattern of the site or area in manner which would substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. Impacts would be less than significant.**

Refer to Impacts 3.6-1 and 3.6-3, above. Future development projects implemented under the proposed Eastvale 2040 General Plan would be required to be designed with hydromodification controls that would redirect and capture all stormwater runoff associated with the post construction conditions for each individual project, with controlled discharge to the MS4 such that the capacity of the existing system would not be exceeded. As such, the implementation of future development under the proposed Eastvale 2040 General Plan would not substantially alter the existing drainage pattern of the site or area in a manner which would result in substantial flooding on- or off-site. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Stormwater Drainage Systems and Polluted Runoff

Impact 3.6-5	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would 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. Impacts would be less than significant.**

Refer to the discussion in Impacts 3.6-1, 3.6-3, and 3.6-4, above. With future development that would occur under the proposed Eastvale 2040 General Plan, drainage patterns would largely be maintained. New development would use the City's existing drainage facilities within the public right-of-way and would be required to be designed with controlled discharge to the MS4 such that the capacity of the existing system would not be exceeded.

Therefore, future development under the proposed Eastvale 2040 General Plan would not substantially alter the existing drainage pattern of the site or area and would not 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. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

IMPEDE OR REDIRECT FLOOD FLOWS

Impact 3.6-6	**The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through addition of impervious surfaces, in a manner which would impede or redirect flood flows. Impacts would be less than significant.**

Flood hazards in the City are limited to the area along the Santa Ana River, which are planned for uses consistent with periodic flooding (such as open space and parks), and the areas adjacent to Cucamonga Creek, as described above. In the developed areas of Eastvale, flood control facilities are in place that protect homes and businesses from flooding. Future development projects implemented under the proposed Eastvale 2040 General Plan would be required to be designed with hydromodification controls that would redirect and capture all stormwater runoff associated with the post construction conditions for each individual project and would be required to comply with stormwater management practices as required under Eastvale Municipal Code Title 14, *Water and Sewers*. To further reduce impacts related to impeding or redirecting flood flows, the proposed Eastvale 2040 General Plan includes the following policies:

Policy S-3.2	Critical facilities shall not be permitted in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.
Policy S-3.3	All residential, commercial, and industrial structures shall be flood-proofed from the 200-year storm flow, and the finished floor elevation shall be constructed at such a height as to meet this requirement.
Policy S-3.4	Critical facilities should be constructed at an elevation to the satisfaction of the Building Official, based on Federal, State, or other reliable hydrologic studies.
Policy S-3.5	Development using, storing, or otherwise involved with substantial quantities of on- site hazardous materials shall not be permitted, unless all standards for evaluation, anchoring, and flood-proofing have been satisfied, and hazardous materials are stored in watertight containers, not

capable of floating, to the extent required by State and Federal laws and regulations.

With implementation of applicable Eastvale 2040 General Plan policies and Eastvale Municipal Code requirements, future development under the proposed Eastvale 2040 General Plan would not substantially alter the existing drainage pattern of the site or area in a manner which would impede or redirect flood flows. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

INUNDATION BY FLOOD, SEICHE, OR TSUNAMI

Impact 3.6-7	**Project implementation would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. A less than significant impact would occur.**

Refer to the discussion in Impact 3.6-6 above. Flood hazards in the City are limited to the area along the Santa Ana River and the areas adjacent to Cucamonga Creek, as described above. However, as described previously, these areas are planned for uses consistent with periodic flooding (such as open space and parks). As such, implementation of the Eastvale 2040 General Plan would not result in the risk of release of pollutants due to flood hazards since these uses would be primarily open space. In the developed areas of Eastvale, flood control facilities are in place that protect homes and businesses from flooding.

In addition, the City is not located within a tsunami or seiche zone. Therefore, implementation of the Eastvale 2040 General Plan would not result in the risk of release of pollutants due to tsunami or seiche.

The potential for inundation relative to flood hazard, tsunami, or seiche zones is not anticipated for future development within the City. Development that would occur under the Eastvale 2040 General Plan would be required to comply with General Plan Policy S-6, which requires all residential, commercial, and industrial structures to be flood-proofed from the 200-year storm flow and requires finished floor elevations to be constructed at such a height as to meet this requirement. Therefore, future development under the proposed Eastvale 2040 General Plan would not result in the risk release of pollutants as the result of such events. In addition, future development under the proposed Eastvale 2040 General Plan would be required to conduct site-specific analyses of potential flood hazards. A **less than significant** impact would occur.

Mitigation Measures: None required.

Level of Significance: Less than significant.

WATER QUALITY CONTROL PLAN OR SUSTAINABLE GROUNDWATER MANAGEMENT PLAN

Impact 3.6-8	**The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Impacts would be less than significant.**

The City is located in the Santa Ana River Hydrologic Unit in the South Coast Hydrologic Region. As discussed above, the Santa Ana RWQCB oversees basin planning and water quality in the Santa Ana River Hydrologic Unit. The Santa Ana RWQCB prepares the Water Quality Control Plan for the Santa Ana River Basin (Basin Plan) to protect local surface waters and groundwater basins. The Basin Plan designates beneficial uses of waters in the region and provides objectives to maintain or improve water quality in the region.

The California Department of Water Resources (DWR) has initiated a technical process called Basin Prioritization, which utilizes the best available data and information to classify California's 515 groundwater basins into one of four categories high-, medium-, low-, or very low-priority, based on eight components that are identified in the California Water Code Section 10933(b). Each basin's priority determines which provisions of California Statewide Groundwater Elevation Monitoring (CASGEM) and the Sustainable Groundwater Management Act (SGMA) apply. SGMA requires medium- and high-priority basins to develop groundwater sustainability agencies (GSAs), develop groundwater sustainability plans (GSPs) and manage groundwater for long-term sustainability. Based on a search of the DWR's online SGMA Basin Prioritization Dashboard, the City is located in a groundwater basin area designated as "low and very low."[11]

Since the NPDES permit is intended to protect water quality, compliance with the permit would ensure that future projects developed under the proposed Eastvale 2040 General Plan would not impair existing or potential beneficial uses of nearby or downstream water bodies and would not conflict with or obstruct implementation of the Basin Plan. Future projects developed under the proposed Eastvale 2040 General Plan would not propose the drilling of a well to obtain groundwater for consumption. Therefore, future development under the proposed Eastvale 2040 General Plan would not conflict with a water quality control plan or sustainable groundwater management plan. Impacts would be **less than significant**.

[11] California Department of Water Resources SGMA Basin Prioritization Dashboard. Nd. https://gis.water.ca.gov/app/bp-dashboard/final/ Accessed June 15, 2023.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.6-9	**Implementation of the project would not result in a significant cumulative impact to hydrology and water quality. Impacts would be less than cumulatively considerable.**

The geographic scope for cumulative hydrology and water quality impacts includes the Chino Groundwater Basin. Cumulative impacts to hydrology and water quality generally occur as a result of incremental changes that degrade water quality. Cumulative impacts can also include individual projects which, when taken together, adversely contribute to drainage flows or increase potential for flooding in a project area or watershed.

Construction and operation of future projects under the proposed Eastvale 2040 General Plan could result in increased flows that would eventually discharge into waterways. Future projects would comply with their respective SWPPPs and regulations for water quality standards established by the UWMP and the City. Future projects both individually and cumulatively could potentially increase the volume of stormwater runoff and contribute to pollutant loading in the storm drain system with eventual discharge to waterways. Future projects would be required to comply with drainage and grading regulations and ordinances, such as with water quality requirements in the Statewide General Permit, the NPDES, proposed Eastvale 2040 General Plan policies, and Eastvale Municipal Code Chapter 14.12. New projects would also be required to comply with the City's standard conditions of approval, regulations, ordinances regarding water quality, and NPDES permitting requirements.

Therefore, cumulative impacts related to hydrology and water quality would be less than significant and the project's contribution to a cumulative impact would be **less than cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

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This section identifies existing land use conditions and provides an analysis of potential impacts associated with implementation of the proposed Eastvale 2040 General Plan.

ENVIRONMENTAL SETTING

Existing Land Uses

Eastvale has been primarily developed with single-family residential homes and commercial shopping centers prior to its incorporation in 2010. As of today, it is estimated that over 90 percent of the City's available lands have already been built, leaving little opportunity for significant new development. Existing on-the-ground development within the City includes 18,396 residential dwelling units and approximately 15,779,566 square feet (362.25 acres) of non-residential uses.

The land use designations included in the existing 2012 City of Eastvale General Plan (2012 General Plan) Land Use Element are identified on Exhibit 2-3, *Existing Land Use Plan*, and below in Table 3.7-1, *Existing 2012 General Plan Land Use Designations*.

Table 3.7-1: Existing 2012 General Plan Land Use Designations

Land Use[1]	Code	Gross Acres
Low Density Residential	LDR	285.1
Medium Density Residential	MDR	4,187.1
Medium-High Density Residential	MHDR	325.4
High Density Residential	HDR	156.5
Very High Density Residential	VHDR	0
Highest Density Residential	HHDR	10.1
Commercial Retail	CR	370.1
Visitor-Serving Commercial	VC	0
Commercial Office	CO	0
Light Industrial	LI	624.2
Business Park	BP	376.8
Mixed Use Policy Area (MUPA)	MUPA	35.4
Leal Policy Area	Leal	161.3
Public Facility	PF	72.4
Agricultural	AG	122.3
Conservation	OS-C	834.6

Table 3.7-1, continued

Land Use[1]	Code	Gross Acres
Open Space Recreation	OS-R	338.9
Water	OS-W	341.6
Freeway	FWY	169.3
	Total[2]	**8,411.2**

Notes:
1. Nomenclature reflects Existing General Plan terminology.
2. The 2012 General Plan has a greater Total Acreage than the Eastvale 2040 General Plan (proposed project) since the existing 2012 General Plan did not separate right of way as its own land use type.

According to the 2012 General Plan, General Plan buildout was anticipated to result in the development of 17,720 dwelling units, resulting in a population of 61,698 within the planning area. The 2012 General Plan did not expect growth for the City's commercial land uses, which constituted approximately three percent of the City, or office land uses and industrial land uses, which constituted approximately five and eight percent of the City, respectively.

REGULATORY FRAMEWORK

State

California Planning and Zoning Law

California Planning and Zoning Law, Government Code Sections 65000 through 66499.58 set forth the legal framework in which California cities and counties exercise local planning and land use functions. Under State planning law, each city and county must adopt a comprehensive, long-term general plan.

State law gives cities and counties wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. These requirements comprise the inclusion of nine mandatory elements described in the Government Code, including a section on land use. Each of the elements must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and mitigation measures. The Eastvale 2040 General Plan is summarized below.

Regional

Southern California Association of Governments

Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to

address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans that affect the City of Eastvale.

SCAG has evolved as the largest council of governments in the United States, functioning as the Metropolitan Planning Organization (MPO) for six counties (Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial) and 191 cities. The region encompasses an area of more than 38,000 square miles. As the designated MPO, the Federal government mandates SCAG to research and develop plans for transportation, growth management, hazardous waste management, and air quality. As a result, SCAG prepares comprehensive regional plans to address these concerns.

SCAG is responsible for the maintenance of a continuous, comprehensive, and coordinated planning process resulting in a Regional Transportation Plan (RTP) and a Regional Transportation Improvement Program. SCAG is responsible for the development of demographic projections and is also responsible for development of the integrated land use, housing, employment, transportation programs, measures, and strategies for the Air Quality Management Plan.

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal

Senate Bill 375 (SB 375) requires that an MPO, such as SCAG, prepare and adopt a Sustainable Communities Strategy (SCS) that sets forth a forecasted regional development pattern which, when integrated with the transportation network, measures, and policies, will reduce greenhouse gas (GHG) emissions from automobiles and light duty trucks (Government Code Section 65080(b)(2)(B)). The SCS outlines certain land use and transportation strategies that provide for more integrated land use and transportation planning and maximize transportation investments. The SCS is intended to provide a regional land use policy framework that local governments may consider and build upon.

The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments – Connect SoCal (2020-2045 RTP/SCS)[1] is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably. SCAG works closely with local jurisdictions to develop the 2020-2045 RTP/SCS, which incorporates local growth forecasts, projects, and programs, and includes complementary regional policies and initiatives. The 2020-2045 RTP/SCS includes a financial plan that identifies revenues committed, available, or reasonably available to support the SCAG region's surface transportation investments. The 2020-2045 RTP/SCS also

[1] Southern California Association of Governments, *2020-2040 Regional Transportation Plan/Sustainable Communities Strategy – Connect SoCal*, September 3, 2020.

includes a sustainable communities strategy which sets forth a forecasted development pattern for the region which would reduce GHG emissions from automobiles and light trucks to the regional GHG targets set by California Air Resource Board (CARB) for the SCAG region.

Growth Forecasts

SCAG's Forecasting Section is responsible for producing socio-economic estimates and projections at multiple geographic levels and in multiple years. The Forecasting Section develops, refines, and maintains SCAG's regional and small area socio-economic forecasting/allocation models. The socio-economic estimates and projections are used by Federal and State mandated long-range planning efforts such as the RTP, the Air Quality Management Plan, the Regional Transportation Improvement Program, and the Regional Housing Needs Assessment (RHNA). SCAG's adopted 2020-2045 RTP Growth Forecasts are used to assess a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint. Adopted 2020-2045 RTP/SCS Growth Forecasts provide population, household, and employment data throughout SCAG's 191 cities and in unincorporated areas by 2045.

Intergovernmental Review

SCAG's Intergovernmental Review Section is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG's adopted regional plans. The criteria for projects of regional significance are outlined in CEQA Guidelines Section 15206. The proposed Eastvale 2040 General Plan is considered regionally significant as it would meet the criteria identified in Section 15206(b), requiring consistency review.

Local

City of Eastvale General Plan

The current City of Eastvale General Plan (2012 General Plan) consists of the following State-mandated and optional elements:

- Land Use
- Circulation and Infrastructure
- Design
- Economic Development
- Air Quality and Conservation
- Healthy Community
- Housing
- Noise
- Parks, Recreation, and Open Space
- Safety
- Sustainability

The latest Housing Element was certified by the State in July 2022 in compliance with the State-mandated 6th Cycle 2021-2029 Regional Housing Needs Allocation (RHNA) for cities within the SCAG region. No changes are proposed to the Housing Element; however, the zone changes

proposed by the updated Housing Element are addressed in this EIR. The land use designations included in the 2012 General Plan Land Use Element are identified in Exhibit 2-3, Table 3.7-1, and are described below.

Agriculture (AG): The Agriculture land use designation has been established to help conserve productive agricultural lands within the county. These include row crops, nurseries, citrus groves and vineyards, dairies, ranches, poultry and hog farms, and other agricultural-related uses. Areas designated for Agriculture generally lack an infrastructure that is supportive of urban development.

Low Density Residential (LDR): The Low Density Residential land use designation provides for the development of detached single-family residential dwelling units and ancillary structures on large parcels. The density range is from 2 dwelling units per acre to 1 dwelling unit per acre, which allows a minimum lot size of one-half acre.

Medium Density Residential (MDR): The Medium Density Residential land use designation provides for the development of conventional single-family detached houses and suburban subdivisions. The density range is 2.1 to 5.0 dwelling units per acre, which allows for a lot size that typically ranges from 5,500 to 20,000 square feet.

Medium High Density Residential (MHDR): The Medium High Density Residential land use designation provides for the development of small-lot, single-family residences. Typical allowable uses in this category include detached, small-lot single-family homes, patio homes, and townhouses. Clustered development is allowed in this category. The density range is 5.1 to 8.0 dwelling units per acre, with lot sizes typically ranging from 4,000 to 6,500 square feet.

High Density Residential (HDR): The High Density Residential land use designation allows for a variety of detached and attached housing types. Clustered development is allowed in this land use category. The density range is 8.1 to 14.0 dwelling units per acre.

Very High Density Residential (VHDR): The Very High Density Residential land use designation allows for the development of a variety of housing types, with a density range of 14.1 to 20.0 dwelling units per acre.

Highest Density Residential (HHDR): The Highest Density Residential land use designation allows for the development of multiple-family apartments, including multi-story (3+) structures, with a density range of 20.1 to 40.0 dwelling units per acre.

Commercial Retail (CR): The Commercial Retail land use designation allows for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses.

Visitor Serving Commercial (VC): The Visitor-Serving Commercial land use designation allows for commercial uses typically intended for visitors to Eastvale, including hotels, golf courses, and recreation/amusement facilities.

Commercial Office (CO): The Commercial Office land use designation allows for a variety of office uses, including financial institutions, legal services, insurance services, and other office and support services.

Light Industrial (LI): The Light Industrial land use designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses.

Heavy Industrial (HI): The Heavy Industrial land use designation allows for intense industrial activities that may have significant impacts (noise, glare, odors) on surrounding uses.

Business Park (BP): The Business Park land use designation allows for employee-intensive uses, including research and development, technology centers, corporate and support office uses, "clean" industry, and supporting retail uses.

Public Facilities (PF): The Public Facilities land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric-generating stations and corridors, educational facilities, and maintenance yards.

Water (W): The Water designation applies to natural, man-made, or altered stream channels and flood control channels. The purpose is to designate the existence of a watercourse and ensure that any special policies associated with open space, flood control, or habitat protection are considered.

Open Space Recreation (OS-R): The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, campgrounds, athletic fields, golf courses, and off-road vehicle parks.

Conservation (C): The Conservation designation calls for the protection of open space for natural hazard protection and natural and scenic resource preservation. Existing (2012) agriculture uses are allowed to remain.

Town Center (TC): The Town Center allows uses typically found in a traditional "downtown." The Town Center designation provides regional attractions and facilities in addition to those uses that serve local residents and workers. The land use emphasis for the Town Center is primarily retail and office uses. Typical commercial uses may include local and regional-serving uses such as restaurants, bookstores, specialty stores, mid-rise office complexes, business support services,

medical services, day-care centers, and hotels. Appropriate public uses include those associated with a "downtown" core such as libraries, cultural facilities, community centers, sports and recreation facilities, theaters, plazas, and urban parks. Land uses in the Town Center designation include:

- Highest Density Residential;
- Very High Density Residential in the core and core support areas;
- Commercial Retail;
- Commercial Office;
- Visitor-Serving Commercial;
- Public Facilities; and
- Open Space-Recreation

City of Eastvale Municipal Code

The implementation of Eastvale's General Plan is generally managed by the Eastvale Zoning Code (Title 120, *Planning and Zoning*, of the Eastvale Municipal Code). The Zoning Code is intended to accomplish the following:

- Facilitate prompt review of development proposals and provide for public information, review, and comment on development proposals that may have a significant impact on the community.

- Create a comprehensive and consistent pattern of land uses to help ensure the provision of adequate water, sewerage, transportation, drainage, parks, open space, and public facilities.

- Create a complete multimodal transportation network that promotes pedestrian-oriented development, safe and effective traffic circulation, and adequate facilities for all transportation modes (e.g., walking, bicycling, driving, and using transit).

- Ensure compatibility between residential and nonresidential development and facilitate the development of mixed-use developments.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to land use and planning if it would:

1. Physically divide an established community;

2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

PROJECT IMPACTS AND MITIGATION

PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

Impact 3.7-1	**The project would not physically divide an established community. No impact would occur.**

Factors that could physically divide a community include, but are not limited to:

- Construction of major highways or roadways;
- Construction of storm channels;
- Closing bridges or roadways; and
- Construction of utility transmission lines.

The key factor with respect to this threshold is the potential to create physical barriers that change the connectivity between areas of a community to the extent that persons are separated from other areas of the community.

As of today, it is estimated that over 90 percent of the City's available lands have already been built, leaving little opportunity for significant new development. Development occurring pursuant to the proposed Eastvale 2040 General Plan would occur within existing urban areas and infill sites, which is not expected to divide an established community.

Further, all future development in the Planning Area would be evaluated at a project-specific level for consistency with the proposed land use plan and applicable Eastvale 2040 General Plan policies proposed to ensure development enhances the City of Eastvale and does not physically divide an established community. For example, proposed General Plan Policy LU-2.3 calls to support the development of pedestrian trails and pathways that connect existing and proposed neighborhoods. Proposed Policy LU-2.6 would require new development abutting streets and other public spaces to face the public areas with attractive building facades, and entries to encourage walking, biking, and public transit as primary—not "alternative"—mobility modes. Policy LU-2.8 would require that new development make all possible street, trail, and open space connections to existing adjoining residential or commercial development and provide for future connections into any adjoining vacant parcels. Accessible and walkable streets are echoed in several additional policies identified for the proposed Focus Areas.

For the reasons above, the project would not physically divide an established community. **No impact** would occur in this regard**.**

Mitigation Measures: None required.

Level of Significance: No impact.

CONFLICT WITH AN APPLICABLE PLAN

Impact 3.7-2	**The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be significant and unavoidable.**

SCAG 2020-2045 RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2020-2045 RTP/SCS. SCAG refers to CEQA Guidelines Section 15206, *Projects of Statewide, Regional or Areawide Significance*, in determining whether a project meets the criteria to be deemed regionally significant. The following criteria is relevant to the project:

> *Criteria 1: A proposed local general plan, element, or amendment thereof for which an EIR was prepared.*

As the proposed project consists of the Eastvale 2040 General Plan, the project is considered regionally significant per CEQA Guidelines Section 15206.

The 2020-2045 RTP/SCS performance goals were adopted to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. The project's consistency with SCAG's goals is evaluated in Table 3.4-4, *Consistency With the 2022-2045 RTP/SCS*, in Section 3.4, *Energy and Greenhouse Gases Emissions*. As concluded in Section 3.4, the project would be consistent with the adopted 2020-2045 RTP/SCS.

SCAQMD Air Quality Management Plan (AQMP)

The South Coast Air Quality Management District (SCAQMD) Governing Board implements its 2022 Air Quality Management Plan (AQMP) which incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. The 2022 AQMP utilized information and data from the SCAG and its 2020-2045 RTP/SCS. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the air basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

The 2022 AQMP utilizes growth projections from the City's current 2012 General Plan. Compared to the 2012 General Plan, the Eastvale 2040 General Plan anticipates an additional 4,173 units of residential land use development and an estimated 7 million square feet of non-residential land use development under the full buildout conditions. The project would not include any direct demolition or development. Future individual development projects within the planning area would be required to undergo environmental review pursuant to CEQA, as well as comply with all applicable SCAQMD rules and regulations. However, as future development anticipated under the proposed Eastvale 2040 General Plan would cause potential significant and unavoidable air quality impacts (refer to Section 3.1, *Air Quality*), the proposed project would have the potential to contribute to a violation of the ambient air quality standards.

The Eastvale 2040 General Plan would accommodate more residential and non-residential development compared to the existing 2012 General Plan, and the SCAQMD has not incorporated these projections into the 2022 AQMP. With approval of the proposed Eastvale 2040 General Plan, the SCAG would include the growth projections associated with the proposed Eastvale 2040 in the regional planning projections, and SCAQMD would incorporate the same projections in the next update of the AQMP. As projections associated with the Eastvale 2040 General Plan are not currently included in the 2022 AQMP, impacts due to conflict with an adopted plan, policy, or regulation would be potentially significant until the SCAG updates growth projections associated with Eastvale 2040 in the regional planning projections. The proposed project would therefore be inconsistent with SCAG's regional planning efforts and a **significant and unavoidable** impact would occur in this regard.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The City is a signatory to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), and future development within the project area would be subject to compliance with the MSHCP. The MSHCP covers multiple species and habitats within multiple jurisdictions. As such, City regulations on biological resources are generally dictated by the MSHCP and compliance with CEQA where necessary. As discussed in Section 3.2, *Biological Resources*, the MSHCP serves as a habitat conservation plan pursuant to Section 10(a)(1)(B) of the ESA of 1973, as well as a Natural Communities Conservation Plan under the Natural Communities Conservation Planning Act of 1991, and includes multiple policies aimed at providing guidance and policy direction regarding biological resources in the MSHCP; refer to the "Regulatory Framework" discussion in Section 3.2.

According to the Eastvale Municipal Code Chapter 4.62, *Multiple Species Habitat Conservation Plan Mitigation Fee,* if development of a project results in an impact to species protected in the MSHCP, a development mitigation fee is required to supplement the financing or acquisition of lands supporting species covered by the MSHCP and to pay for new development's fair share or

the cost. Eastvale 2040 General Plan Policy NR-5.1 would support this by ensuring that the City continue its participation and coordination with existing or proposed habitat conservation and natural resource management plans for private and public lands. In addition, future development in the project area would be required to demonstrate consistency with the MSHCP. Therefore, the Eastvale 2040 General Plan would not conflict with the provisions of the MSHCP. Impacts would be **less than significant** in this regard.

City of Eastvale Land Use Plans, Policies, and Regulations

The proposed project, Eastvale 2040, will update all the State-required General Plan elements of the City's existing 2012 General Plan, including Land Use, Circulation, Housing, Conservation, Open Space, Noise, and Safety. Eastvale 2040 plan also addresses urban design, environmental justice, economic development, public health, and sustainability. Major components of Eastvale 2040 include:

- Update existing conditions, with year 2022 serving as the baseline year.
- Update the General Plan development projections to the year 2040, the Eastvale 2040 planning period.
- Reorganization of the State-mandated General Plan elements into the following Eastvale 2040 subsections:
    - Partnerships and Collaboration
    - Built Environment
    - Nature and Conservation
    - Implementation
- Update the Land Use Element and Land Use Map with new land use designations and policy areas.
- Update existing General Plan Elements to reflect current conditions and new development projections.
- Add, delete, or modify existing General Plan Element goals and policies.

The actions identified above will require an update the City's Zoning Code and Zoning Map. The City is responsible for ensuring that consistency revisions to the Municipal Code occur shortly after adoption of the General Plan. In areas of the City that are largely built out, the changes proposed by the Eastvale 2040 General Plan would entail little to no modifications to the existing table of land uses and/or development standards. In the policy areas where there are opportunities for new development to take place over time, both the allowable land uses and

the expected density and intensity of development will be increased to allow for increased development. The environmental impacts associated with the proposed Eastvale 2040 General Plan are evaluated throughout this EIR. Once the City's Zoning Code and Zoning Map are amended, there will be no inconsistency between the General Plan and the zoning code. Impacts would be **less than significant** in this regard.

Conclusion

In summary, it should be noted that the Eastvale 2040 General Plan as reflected in the proposed goals and policies is intended to ensure compliance with existing plans and to further connections with other long-range planning efforts of relevant agencies. The policies identified in the Eastvale 2040 General Plan would be implemented, in combination with mitigation measures as identified herein, to ensure environmental protections and minimize potential conflicts with other land use plans, polices, or regulations adopted for the purpose of avoiding or mitigating an environmental effect. However, as discussed above, as a conflict would occur relative to conformance with the applicable AQMP, impacts are considered to be **significant and unavoidable**. It is noted that with approval of the proposed Eastvale 2040 General Plan, the SCAG would include the growth projections associated with the proposed Eastvale 2040 in the regional planning projections, and SCAQMD would incorporate the same projections in the next update of the AQMP.

Mitigation Measures: No feasible mitigation measures identified.

Level of Significance: Significant and unavoidable.

CUMULATIVE IMPACTS

Impact 3.7-3	**The project would not result in a significant cumulative land use impact. Impacts would be less than cumulatively considerable.**

Eastvale 2040 would update the Land Use Element and Land Use Map with new land use designations and policy areas. Cumulative considerations would include existing regional buildout pursuant to existing local zoning laws and regulations. There are currently no annexation proposals for any land within the City's Sphere of Influence. Any future annexation proposals to extend the City's corporate boundaries would require review and approval by the Riverside Local Agency Formation Commission (LAFCO), which would also be subject to CEQA review. Cumulative projects would be evaluated on a project-by-project basis, as they are implemented within the City of Eastvale and surrounding cities/communities. Each cumulative project would undergo a similar plan review process to determine potential land use planning policy and regulation conflicts, including SCAG's 2020-2040 RTP/SCS, General Plan, and Zoning Code requirements at the time such development comes forth. Each cumulative project would be analyzed independently and within the context of their respective land use and regulatory settings. As part

of their review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation and zoning. It is assumed that cumulative development would progress in accordance with the General Plan and Municipal Code of the respective jurisdictions. Each cumulative project would be analyzed to ensure that the goals, objectives, and policies of the respective general plans, and regulations and guidelines of the respective municipal codes are consistently upheld. Therefore, the combined cumulative land use/planning impacts associated with the Eastvale 2040 General Plan's incremental effects and those of the cumulative projects are considered to be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

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Section 3.8
Noise

The purpose of this section is to evaluate the proposed project's potential noise impacts. This section evaluates short-term construction-related impacts and long-term operational conditions. It also presents relevant regulatory guidelines and City policies related to noise. The analysis in this section is based on the modeling data prepared by Michael Baker International (June 2023); refer to Appendix C, *Noise Data*.

ENVIRONMENTAL SETTING

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

Fundamentals of Noise and Vibration

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as airborne sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. A typical noise environment consists of a base of steady background noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large and awkward range of numbers. To avoid this, sound levels are described in decibel (dB) units. The decibel scale uses the hearing threshold (20 micropascals) as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the

numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The impacts of noise are not a function of loudness alone. The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels, but are expressed as dB, unless otherwise noted. Examples of various sound levels in different environments are illustrated on Exhibit 3.8-1, *Sound Levels and Human Response*.

Addition of Decibels

The decibel scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70 dBA sound is half as loud as an 80 dBA sound and twice as loud as a 60 dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions (FTA 2006). Under the decibel scale, three sources of equal loudness together would produce an increase of 5 dB (Caltrans 2013).

Sound Propagation and Attenuation

Generally, sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern, often referred to as cylindrical spreading (FHWA 2011). Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics (FHWA 2011). Similarly, a halving of the energy of a noise source would result in a 3 dB decrease. No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed (FHWA 2011).

Noise levels may also be reduced by intervening structures or landforms; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA (FHWA 2006). The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units is generally 30 dBA or more.

Noise Descriptors

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs. The L_{eq} is a measure of ambient noise, while the L_{dn} and CNEL are measures of community noise. Each is applicable to this analysis and defined in Table 3.8-1, *Definitions of Acoustical Terms*.

The A-weighted decibel sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA. Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source. Close to the noise source, the models are accurate to within about plus or minus 1 to 2 dBA.

Table 3.8-1: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in micropascals (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in decibels as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g., 20 micropascals). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level, L_{eq}	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night. For example, $L_{eq(1)}$ is the equivalent noise level over a one-hour period and $L_{eq(8)}$ corresponds to an eight-hour period.
L_{max}, L_{min}	The maximum and minimum A-weighted noise level during the measurement period.
L_{01}, L_{10}, L_{50}, L_{90}	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day/Night Noise Level, L_{dn} or DNL	A 24-hour average L_{eq} with a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level, CNEL	A 24-hour average L_{eq} with a 5 dBA "weighting" during the hours of 7:00 p.m. to 10:00 p.m. and a 10 dBA "weighting" added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

Human Response to Noise

Human response to sound is highly individualized. Annoyance is the most common issue regarding community noise. However, many factors influence people's response to noise. The factors can include the character of the noise, the variability of the sound level, the presence of tones or impulses, and the time of day of the occurrence. Additionally, non-acoustical factors, such as the person's opinion of the noise source, the ability to adapt to the noise, the attitude towards the source and those associated with it, and the predictability of the noise, all influence people's response. As such, response to noise varies widely from one person to another and with any particular noise, individual responses will range from "not annoyed" to "highly annoyed."

The effects of noise are often only transitory, but adverse effects can be cumulative with prolonged or repeated exposure. The effects of noise on the community can be organized into six broad categories:

- Noise-induced hearing loss
- Interference with communication
- Effects of noise on sleep
- Effects on performance and behavior
- Extra-auditory health effects
- Annoyance

According to the US Public Health Service, nearly 10 million of the estimated 21 million Americans with hearing impairments owe their losses to noise exposure. Noise can mask important sounds and disrupt communication between individuals in a variety of settings. This process can cause anything from a slight irritation to a serious safety hazard, depending on the circumstance. Noise can disrupt face-to-face communication and telephone communication, and the enjoyment of music and television in the home. It can also disrupt effective communication between teachers and pupils in schools and cause fatigue and vocal strain in those who need to communicate in spite of the noise.

Interference with communication has proved to be one of the most important components of noise-related annoyance. Noise-induced sleep interference is one of the critical components of community annoyance. Sound level, frequency distribution, duration, repetition, and variability can make it difficult to fall asleep and may cause momentary shifts in the natural sleep pattern, or level of sleep. It can produce short-term adverse effects on mood changes and job

performance, with the possibility of more serious effects on health if it continues over long periods. Noise can cause adverse effects on task performance and behavior at work, and non-occupational and social settings. These effects are the subject of some controversy, since the presence and degree of effects depends on a variety of intervening variables. Most research in this area has focused mainly on occupational settings, where noise levels must be sufficiently high and the task sufficiently complex for effects on performance to occur.

Annoyance can be viewed as the expression of negative feelings resulting from interference with activities, as well as the disruption of one's peace of mind and the enjoyment of one's environment. Field evaluations of community annoyance are useful for predicting the consequences of planned actions involving highways, airports, road traffic, railroads, or other noise sources. The consequences of noise-induced annoyance are privately held dissatisfaction, publicly expressed complaints to authorities, and potential adverse health effects, as discussed above. In a study conducted by the US Department of Transportation, the effects of annoyance to the community were quantified. In areas where noise levels were consistently above 60 dBA CNEL, approximately nine percent of the community is highly annoyed. When levels exceed 65 dBA CNEL, that percentage rises to 15 percent. Although evidence for the various effects of noise have differing levels of certainty, noise can affect human health. Most of the effects are, to a varying degree, stress related.

Vibration

Sources of earth-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions).

Usually vibration is an annoyance, but with fragile buildings, addressing vibration impacts is important. Vibration amplitudes are commonly expressed in peak particle velocity (PPV) or root-mean-square (RMS) vibration velocity. PPV and RMS vibration velocity are normally described in inches per second (in/sec) or in millimeters per second. PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is typically used in the monitoring of transient and impact vibration and has been found to correlate well to the stresses experienced by buildings.

Although PPV is appropriate for evaluating the potential for building damage, it is not always suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to average vibration amplitude. As with airborne sound, the RMS velocity is often expressed in decibel notation as vibration decibels (VdB). The typical background vibration-velocity level in residential areas is approximately 50

VdB. Ground vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels.

Table 3.8-2, *Human Response to Different Levels of Ground Noise and Vibration*, displays the reactions of people and the effects on buildings produced by continuous vibration levels. The annoyance levels shown in Table 3.8-2 should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, 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. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where groundborne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows.

Table 3.8-2: Human Response to Different Levels of Ground Noise and Vibration

Vibration-Velocity Level (VdB)	Human Reaction
65 VdB	Approximate threshold of perception.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

Notes: VdB = vibration decibels referenced to 1 micro inch per second and based on the root-mean-square (RMS) velocity amplitude.
Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, Table 5-5 Human Response to Different Levels of Ground-Borne Vibration and Noise, September 2018.

Sensitive Receptors

Noise-sensitive land uses are generally considered to include those uses where noise exposure could result in health-related risks to individuals, as well as places where quiet is an essential element of their intended purpose. Noise receptors categorized as being least sensitive to noise include industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, and transit terminals. These types of land use often generate high noise levels. Moderately sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, and outpatient clinics.

Residential dwellings are of primary concern because of the potential for increased and prolonged exposure of individuals to both interior and exterior noise levels. Additional land uses such as parks, schools, historic sites, cemeteries, and recreation areas are also generally considered sensitive to increases in exterior noise levels. Places of worship and transit lodging,

and other places where low interior noise levels are essential are also considered noise sensitive. These land uses noted above, in addition to commercial and industrial buildings where vibration would interfere with operations within the building, are considered vibration-sensitive land uses.

For purposes of this section, "noise-sensitive areas and uses" include residential areas, parks, schools, churches, hospitals, and long-term care facilities.

Existing Conditions

Noise Measurements

Noise measurements were conducted to document the actual existing noise level at various locations throughout the City. The noise measurement sites were representative of different types of existing noise exposure settings throughout Eastvale. Several criteria were used in the site selection process, including, but not limited to, the proximity of a measurement site to sensitive land uses, as well as its proximity to significant noise generators. After the site selection process was completed, short-term measurements were taken from 9:00 a.m. to 1:35 p.m. for a duration of 10 minutes at each site in November 2022. The noise measurements were taken within the City at 14 locations, as shown in Exhibit 3.8-2, *Noise Measurement Locations*.

Meteorological conditions were sunny, cool temperatures (64 degrees Fahrenheit to 66 degrees Fahrenheit), and with medium wind speeds (3 to 18 miles per hour). Measured ambient noise levels ranged from 47.9 to 72.6 dBA L_{eq}. Peak noise primarily came from trucks passing by. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone.

The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) and City of Eastvale Municipal Code Section 8.52.050, *Sound level measurement methodology*, for sound level meters. The results of the field measurements are summarized in Table 3.8-3, *Noise Measurements*, and Appendix C.

Table 3.8-3: Noise Measurements

Site No.	Date	Start Time	Duration	Location	L_{eq} (dBA)
NM-1	11/16/2022	9:00 a.m.	10 min.	Southeast Corner of Sharp St. and Riverside Dr.	68.9
NM-2	11/16/2022	9:23 a.m.	10 min.	Northeast Corner of Jamestown Ave. and 58th St.	63.2
NM-3	11/17/2022	9:41 a.m.	10 min.	Northwest Corner of Sendero Ave. and Limonite Ave.	70.4
NM-4	11/17/2022	10:00 a.m.	10 min.	Northwest Corner of Sendero Ave. and Limonite Ave.	69.7
NM-5	11/17/2022	10:19 a.m.	10 min.	Northeast Corner of Hamner Ave. & Walgreens driveway	64.3
NM-6	11/17/2022	10:42 a.m.	10 min.	Sidewalk in front of 6702 Ground Ivy Ct. residence	47.9
NM-7	11/17/2022	11:01 a.m.	10 min.	Northwest corner of Archibald Ave. and Schleisman Rd.	72.6
NM-8	11/17/2022	11:24 a.m.	10 min.	Northwest corner of Sumner Ave. and Schleisman Rd.	65.6
NM-9	11/17/2022	11:45 a.m.	10 min.	Northwest corner of Sumner Ave. and Schleisman Rd.	66.6
NM-10	11/17/2022	12:06 p.m.	10 min.	Southeast corner of Harrison Ave. and Citrus Street	65.4
NM-11	11/17/2022	12:25 p.m.	10 min.	Sidewalk in front of 13108 Bertz Way	63.9
NM-12	11/17/2022	12:46 p.m.	10 min.	Southeast Corner of Selby Ave. and Redwood Valley Rd.	57.8
NM-13	11/17/2022	1:05 p.m.	10 min.	Sidewalk in front of 8297 Fall Creek Dr. residence	52.0
NM-14	11/17/2022	1:25 p.m.	10 min.	Northwest corner of Archibald Ave. and River Rd.	67.1

Notes: LI_{eq} = equivalent sound level; dBA = a-weighted decibel.
Source: Michael Baker International, November 2022; refer to Appendix C, *Noise Data*.

Agriculture

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

Stationary Noise

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

either at the source or on the adjacent property through proper planning, setbacks, noise walls, acoustic-rated windows, dense landscaping, or by other noise control measures.

Outdoor Activities

Outdoor activity areas refer to places where people might gather such as a backyard, or community space, and not briefly transited areas such as a parking lot or street facing landscape area. Festivals and performances can occur in nearly any open space subject to permits that regulate conduct, including noise. In the Downtown West Policy Area, the Citrus Policy Area, and other commercial or open spaces, however, outdoor dining or performances could include music or other entertainment that could generate noise on a more regular basis. With mixed use or adjacent development, there is potential for noise associated with restaurants to affect the residential uses.

Transportation

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

In order to assess the potential for mobile noise impacts, it is necessary to determine the noise levels currently generated by mobile noise sources. The existing roadway noise levels in the City were projected using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108). The model uses a typical vehicle mix for urban/suburban areas in California and requires parameters, including traffic volumes, vehicle speed, and roadway geometry to compute typical equivalent noise levels during daytime, evening, and nighttime hours. The results are shown in Table 3.8-4, *Existing (2022) Roadway Noise Levels*. Exhibit 3.8-3, *Existing (2022) Noise Contours*, illustrates the existing (Year 2022) noise contours from roadways in the City. These noise levels assume that no shielding is provided between the traffic and the location where the noise contours are drawn. As a conservative analysis, shielding features, including topography and intervening buildings, were not considered in the model.

As shown in Table 3.8-4, existing traffic noise on these roadways range from approximately 57.5 to 69.8 dBA CNEL when measured 100 feet from the roadway centerline. The noise level range is typical for an urban environment.

Table 3.8-4: Existing (2022) Roadway Noise Levels

Roadway Segment	Existing (year 2022)					
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]			
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour
Limonite Avenue between Archibald Avenue and I-15 Freeway	49,500	69.8	97	208	448	966
65th Street between Coyote Trail Lane and Hammer Avenue	10,900	60.6	-	51	110	238
68th Street between Hammer Avenue and I-15 Freeway	26,700	65.8	52	113	244	525
Schleisman Road between Hellman Avenue and Hammer Avenue	40,000	67.7	70	151	325	701
Citrus Street between Harrison Avenue and Hammer Avenue	13,200	62.7	-	70	151	325
Chandler Street between Hellman Avenue and Harrison Avenue	7,000	60.1	-	-	101	218
River Road between Hellman Avenue and Archibald Avenue	16,966	63.8	-	84	180	388
River Road between Archibald Avenue and Southern City Limits	40,255	69.7	96	206	444	957
Milliken Avenue between Philadelphia Street and SR-60 EB Ramps	21,300	66.2	-	121	261	562
Hammer Avenue between SR-60 EB Ramps and Southern City Limits	32,600	67.8	71	153	330	710
Scholar Way between Bellegrave Avenue and Schleisman Road	7,300	57.5	-	-	68	147
Scholar Way between Schleisman Road and Citrus Street	7,300	57.7	-	-	70	150
Summer Avenue between Bellegrave Avenue and Citrus Street	11,100	62.0	-	63	136	292
Harrison Avenue between Limonite Avenue and Chandler Street	9,700	61.4	-	58	124	267
Archibald Avenue between Limonite Avenue and River Road	30,700	67.8	72	154	333	717
Hellman Avenue between Northern Terminus and River Road	21,917	66.0	54	116	250	539
Bellegrave Avenue between Summer Avenue and I-15 Freeway	7,300	61.1	-	55	119	255

Table 3.8-4, continued

Roadway Segment	Existing (year 2022)					
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]			
			70 CNEL Noise Contour	65 CNEL Noise Contour	60 CNEL Noise Contour	55 CNEL Noise Contour
Cantu Galleano Ranch Road between Milliken Avenue and I-15 Freeway	12,200	64.7	-	95	204	440
Riverside Drive between Hammer Avenue and I-15 Freeway	6,500	59.5	-	43	93	200

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.
1. Roadway noise levels and contours were calculated using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
2. "-" = contour is located within the roadway right-of-way.

Source: Michael Baker International, June 2023; refer to Appendix C, Noise Data.

Rail

Railroad activity in the City is limited primarily to the Union Pacific (UP) east west track that runs along Mission Boulevard in the northernmost portion of the City. There are no stations within the City and no noise sensitive uses near the rail line. While rail horns can occasionally be heard in the City, there are no rail crossings within the Planning Area.

Airports

Aircraft flyovers are audible in Eastvale from aircraft approaching and departing from Chino Airport and Ontario International Airport. A substantial portion of the City underlies the general traffic pattern envelope of Chino, as clearly depicted in the most recently adopted version of the *Riverside County Airport Land Use Compatibility Plan Policy Document* and Exhibit 3.5-2, *Airport Land Use Compatibility Zones*. However, the noise is transient and not considered a major noise source unless it occurs during the late evening and early morning hours. According to the *Riverside County Airport Land Use Compatibility Plan Policy Document*, only about 10 percent of flights at Chino Airport occur between 7:00 p.m. and 7:00 a.m. Helicopters and heliports are also potential sources of noise, but they operate at relatively low frequency and the short duration of their operation in most circumstances would not significantly affect average noise levels in the area.

The Ontario International Airport (ONT) is approximately 1.5 miles northwest of the City limits and is also in San Bernadino County. The Ontario Airport provides both commercial flights and serves as a hub for deliveries by UPS and FedEx.

REGULATORY FRAMEWORK

Federal

US Environmental Protection Agency

The US Environmental Protection Agency offers guidelines for community noise exposure in the *Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise* (EPA 1981). These guidelines consider occupational noise exposure as well as noise exposure in homes. The EPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The EPA and other Federal agencies have adopted suggested land use compatibility guidelines which indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the EPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

Federal Transit Administration

Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration (FTA), which regulates transit noise, while freeways that are part of the interstate highway system are regulated by the Federal Highway Administration (FHWA). Although the project is not under the jurisdiction of the FTA, the *Transit Noise and Vibration Assessment Manual* (FTA Manual), prepared by the FTA, September 2018, is the only guidance document from a government agency that defines what constitutes a significant noise impact from implementing a project. The FTA standards are based on extensive studies by the FTA and other governmental agencies on the human effects and reaction to noise and a summary of the FTA findings are provided below in the Table 3.8-5, *FTA Project Effects on Cumulative Noise Exposure*.

Table 3.8-5: FTA Project Effects on Cumulative Noise Exposure

Existing Noise Exposure (dBA L_{eq} or L_{dn})	Allowable Noise Impact Exposure dBA L_{eq} or L_{dn}		
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable
45	51	52	+7
50	53	55	+5
55	55	58	+3
60	57	62	+2
65	60	66	+1
70	64	71	+1
75	65	75	0

Source: Federal Transit Administration, Transit Noise and Vibration Assessment Manual, Table 4-6 Noise Impact Criteria: Effect on Cumulative Noise Exposure, September 2018.

US Department of Housing and Urban Development

The US Department of Housing and Urban Development (HUD) has set the goal of 65 A-weighted decibels (dBA) day/night average noise level (L_{dn}) as a desirable maximum exterior standard for residential units developed under HUD funding. This level is also generally accepted by the State of California. Although HUD does not specify acceptable interior noise levels, standard construction of residential dwellings typically provides 20 dBA or more of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

State

Office of Planning and Research Noise Element Guidelines

The California Governor's Office of Planning and Research's (OPRs) noise element guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the CNEL. Table 3.8-6, *Land Use Compatibility for Community Noise Environments*, presents guidelines for determining acceptable and unacceptable community noise exposure limits for various land use categories. The guidelines also present adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community's sensitivity to noise, and the community's assessment of the relative importance of noise pollution.

Table 3.8-6: Land Use Compatibility for Community Noise Environments

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)[1]			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential – Low Density, Single-Family, Duplex, Mobile Homes	50–60	55–70	70–75	75–85
Residential – Multiple Family	50–65	60–70	70–75	70–85
Transient Lodging – Motel, Hotels	50–65	60–70	70–80	80–85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50–70	60–70	70–80	80–85
Auditoriums, Concert Halls, Amphitheaters	NA	50–70	NA	65–85
Sports Arenas, Outdoor Spectator Sports	NA	50–75	NA	70–85
Playgrounds, Neighborhood Parks	50–70	NA	67.5–75	72.5–85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50–70	NA	70–80	80–85

Table 3.8-6, continued

Land Use Category	Community Noise Exposure (Ldn or CNEL, dBA)[1]			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	50–70	67.5–77.5	75–85	NA
Industrial, Manufacturing, Utilities, Agriculture	50–75	70–80	75–85	NA

Notes: NA = not applicable; Ldn = average day/night sound level; CNEL = community noise equivalent level

1. Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
2. Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made, and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. Normally Unacceptable – New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made, and needed noise insulation features included in the design.
4. Clearly Unacceptable – New construction or development should generally not be undertaken.

Source: Office of Planning and Research, 2017 General Plan Guidelines, Appendix D, Noise Element Guidelines, 2017.

As shown, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. OPR's *State General Plan Guidelines* note that noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In project-specific analyses, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment. Therefore, the City may use its discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors.

California Building Code

The California Code of Regulations, Title 24, Building Standards Code, Part 2, commonly referred to as the California Building Code (CBC), contains noise insulation standards. Specifically, Section 1206, Sound Transmission, provides general noise insulation requirements and allowable interior noise levels for sound transmission control between dwelling units or from exterior sources. Further, the regulations specify that interior noise levels attributable to exterior sources shall not exceed 45 dB CNEL or higher in any habitable room.

The 2022 California Green Building Standards Code (CALGreen) Section 5.507, Environmental Comfort, contains noise control measures for nonresidential building construction to minimize noise disturbances from external sources. These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. As required

by CALGreen, if a non-residential development falls within the 65 dBA CNEL noise contour of an airport, freeway or expressway, railroad, industrial source or fixed-guideway source as determined by the Noise Element of the General Plan, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies must be at least 50 or a composite Outdoor-Indoor Sound Transmission Class (OITC) rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC of 30.

For those non-residential developments in areas where noise contours are not readily available and the noise level exceeds 65 dBA L_{eq} for any hour of operation, the exterior wall and roof-ceiling assemblies exposed to the noise source should meet a composite STC rating of at least 45 (or OITC 35), with exterior windows with a minimum STC rating of 40 (or OITC 30). Alternatively, if the interior noise levels of non-residential buildings satisfy the performance criteria of 50 dBA L_{eq} (1 hour), then the performance method defined by the California's Green Building Standards can be used. Additionally, CALGreen specifies that acoustical studies documenting compliance on interior sound levels should be prepared for non-residential structures discussed herein. Exceptions to these regulations include buildings with few or no occupants or where occupants are unlikely to be affected by exterior noise; for public schools and community colleges, the requirements apply only to new construction.

<u>California Noise Insulation Standards</u>

The California Noise Insulation Standards (CCR Title 25 Section 1092) establish uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses and dwellings other than detached single-family dwellings. Specifically, Title 25 specifies that interior noise levels attributable to exterior sources shall not exceed 45 dBA L_{dn}/CNEL (i.e., the same levels that the EPA recommends for residential interiors) in any habitable room of a new dwelling. An acoustical study must be prepared for proposed multiple unit residential and hotel/motel structures where outdoor L_{dn}/CNEL is 60 dBA or greater. The study must demonstrate that the design of the building would reduce interior noise to 45 dBA L_{dn}/CNEL or lower. Because noise levels can increase over time in developing areas, Title 25 also specifies that dwellings are to be designed so that interior noise levels will meet this standard for at least ten years from the time of building permit application.

Local

<u>Chino Airport Land Use Compatibility Plan</u>

Aircraft flyovers are audible in Eastvale from aircraft approaching and departing from Chino Airport. A substantial portion of the City underlies the general traffic patter envelope of Chino as clearly depicted in the most recently adopted version of the *Chino Land Use Compatibility Plan*

(1991). However, the noise is transient and not considered a major noise source unless it occurs during the late evening and early morning hours. According to the *Riverside County Airport Land Use Compatibility Plan Policy Document*, about 10 percent of flights at Chino Airport occur between 7:00 p.m. and 7:00 a.m. Helicopters and heliports are also potential sources of noise, but due to the relatively low frequency and short duration of their operation in most circumstances, these operations do not significantly affect average noise levels within the City.

Ontario Airport Land Use Compatibility Plan

The Ontario International Airport is approximately 1.5 mile northwest of Eastvale's northernmost point. Approximately half of the City underlies the Airport Influence Area of the Ontario International Airport as depicted in the most recently adopted version of the LA/Ontario International Airport Land Use Compatibility Plan (2011). The northern portion of Eastvale is also located within the 60-65 dB CNEL airport zone.

Eastvale Municipal Code

Chapter 8.52, *Noise Regulation*, of the Eastvale Municipal Code details the City's regulations pertaining to noise.

Municipal Code Section 8.52.020, *Exemptions*, details sources of noise that are exempt from its provisions, such as facilities owned by governmental agencies, capital improvement projects, school activities, agricultural operations on land designated as agricultural according to the City's General Plan, wind energy systems, private construction projects located 0.25-mile or more away from an inhabited dwelling, property maintenance (including the operation of lawnmowers, leaf blowers, etc.) in daytime hours (i.e., between the hours of 7:00 a.m. and 8:00 p.m.), motor vehicles, heating and air conditioning systems, alarms, and the lawful discharge of firearms.

Specifically, Municipal Code Section 8.52.020 (9) states that private construction projects located within 0.25-mile from an inhabited dwelling are exempt from provisions of Municipal Code Chapter 8.52 provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and 6:00 p.m. and 7:00 a.m. during the months of October through May.

This chapter sets general sound level standards for each land use designation identified within the City's General Plan, as outlined in Municipal Code Section 8.52.040, *General Sound Level Standards*, and shown in Table 3.8-7, *Sound Level Standards (dB L_{max})*.

Table 3.8-7: Sound Level Standards (dB L_{max})

General Plan Foundation Component			Maximum Decibel Level	
Land Use Designation	**Land Use Designation Name**	**Density**	**7:00 a.m.—10:00 p.m.**	**10:00 p.m.—7:00 a.m.**
Community development				
EDR	Estate density residential	2 acres	55	45
VLDR	Very low-density residential	1 acre	55	45
LDR	Low-density residential	½ acre	55	45
MDR	Medium-density residential	2—5	55	45
MHDR	Medium high-density residential	5—8	55	45
HDR	High-density residential	8—14	55	45
VHDR	Very high-density residential	14—20	55	45
H'TDR	Highest density residential	20+	55	45
CR	Retail commercial	--	65	55
CO	Office commercial	--	65	55
CT	Tourist commercial	--	65	55
CC	Community center	--	65	55
LI	Light industrial	--	75	55
HI	Heavy industrial	--	75	75
BP	Business park	--	65	45
PF	Public facility	--	65	45
SP	Specific plan-residential	--	55	45
	Specific plan-commercial	--	65	55
	Specific plan-light industrial	--	75	55
	Specific plan-heavy industrial	--	75	75
Rural community				
EDR	Estate density residential	2 acres	55	45
VLDR	Very low-density residential	1 acre	55	45
LDR	Low-density residential	½ acre	55	45
Rural				
RR	Rural residential	5 acres	45	45
RM	Rural mountainous	10 acres	45	45
RD	Rural desert	10 acres	45	45
Agriculture				
AG	Agriculture	10 acres	45	45
Open space				
C	Conservation	--	45	45
CH	Conservation habitat	--	45	45
REC	Recreation	--	45	45

Table 3.8-7, continued

General Plan Foundation Component			Maximum Decibel Level	
Land Use Designation	**Land Use Designation Name**	**Density**	**7:00 a.m.—10:00 p.m.**	**10:00 p.m.—7:00 a.m.**
RUR	Rural	20 acres	45	45
W	Watershed	--	45	45
MR	Mineral resources	--	75	45
Source: City of Eastvale, *Eastvale Municipal Code Section 8.52.040, General sound level standards.*				

Further, special sound sources, including motor vehicles, power tools and equipment, audio equipment, and sound-amplifying equipment and live music, are subject to the general sound level standards set forth in Municipal Code Section 8.52.040 (refer to Table 3.8-7) as well as standards set forth in Municipal Code Section 8.52.060, Special sound sources standards.

1) *Motor vehicles.*

   a. *Off-highway vehicles.*

      1. No person shall operate an off-highway vehicle unless it is equipped with a USDA-qualified spark arrester and a constantly operating and properly maintained muffler. A muffler is not considered constantly operating and properly maintained if it is equipped with a cutout, bypass or similar device.

      2. No person shall operate an off-highway vehicle unless the noise emitted by the vehicle is not more than 96 dBA if the vehicle was manufactured on or after January 1, 1986, or is not more than 101 dBA if the vehicle was manufactured before January 1, 1986. For purposes of this subsection, emitted noise shall be measured a distance of 20 inches from the vehicle tailpipe using test procedures established by the Society of Automotive Engineers under Standard J-1287.

   b. *Sound systems.* No person shall operate a motor vehicle sound system, whether affixed to the vehicle or not, between the hours of 10:00 p.m. and 8:00 a.m., such that the sound system is audible to the human ear inside any inhabited dwelling. No person shall operate a motor vehicle sound system, whether affixed to the vehicle or not, at any other time such that the sound system is audible to the human ear at a distance greater than 100 feet from the vehicle.

2) *Power tools and equipment.* No person shall operate any power tools or equipment between the hours of 10:00 p.m. and 8:00 a.m. such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which

the power tools or equipment may be located. No person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a distance greater than 100 feet from the power tools or equipment.

3) *Audio equipment.* No person shall operate any audio equipment, whether portable or not, between the hours of 10:00 p.m. and 8:00 a.m. such that the equipment is audible to the human ear inside an inhabited dwelling other than a dwelling in which the equipment may be located. No person shall operate any audio equipment, whether portable or not, at any other time such that the equipment is audible to the human ear at a distance greater than 100 feet from the equipment.

4) *Sound-amplifying equipment and live music.* No person shall install, use or operate sound-amplifying equipment, or perform, or allow to be performed, live music unless such activities comply with the following requirements. To the extent that these requirements conflict with any conditions of approval attached to an underlying land use permit, these requirements shall control:

    a. Sound-amplifying equipment or live music is prohibited between the hours of 10:00 p.m. and 8:00 a.m.

    b. Sound emanating from sound-amplifying equipment or live music at any other time shall not be audible to the human ear at a distance greater than 200 feet from the equipment or music.

Further, Section 120.05.130 (d), *Vibration standards* of the Municipal Code details the City's regulations pertaining to vibration.

(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 property lines of the subject parcel.

    (2) Uses shall not generate ground 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.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to noise and vibration if it would:

1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
2. Generation of excessive groundborne vibration or groundborne noise levels.
3. For a project located within the vicinity of a private airstrip or 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, exposure of people residing or working in the project area to excessive noise levels.

A project is considered to have a significant noise impact where it causes an adopted State or City noise standard to be exceeded for the project site or for adjacent sensitive receptors. Therefore, it is important to consider the existing noise environment when considering impacts associated with the introduction of new noise sources in an area. In community noise assessments, it is "generally not significant" if noise-sensitive sites are not located within the project vicinity, or if permanent increases in community noise levels associated with implementation of the project would not exceed an increase of three dB at noise-sensitive locations in the project vicinity.

A limitation in using a single value to evaluate an impact related to a noise level increase would be the failure to account for the preexisting ambient noise environment to which a person has become accustomed. Studies assessing the percentage of people highly annoyed by changes in ambient noise levels indicate that when ambient noise levels are low, a greater change is needed to cause a response. As ambient noise levels increase, a lesser change in noise levels is required to elicit significant annoyance.

The significance criteria listed in Table 3.8-8, *Significance of Changes in Cumulative Noise Exposure*, are based on published guidance from the Federal Interagency Committee on Noise (FICON), the California Department of Transportation (Caltrans), and OPR, and considered to correlate well with human response to permanent changes in ambient noise levels. Projects generating noise levels that exceed the criteria listed in Table 3.8-8 would be considered to cause a substantial increase in ambient noise level.

Table 3.8-8: Significance of Changes in Cumulative Noise Exposure

Ambient Noise Level (Ldn or CNEL)	Significant Impact Assumed to Occur if the Ambient Noise Level is Increased by:
< 60 dBA	5.0 dBA or more
> 60 dBA	3.0 dBA or more
Source: California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.	

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares a "Future With Project" scenario to the "Existing" scenario. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase:

- Combined Effect. The "Future With Project" noise level would cause a significant cumulative impact if a 3.0 dB increase over "Existing" noise level occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

As the combined noise level represents not only that from the proposed project but also in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to a specific project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

- Incremental Effects. Per FICON (refer to Table 3.8-8), within areas where the ambient noise level is greater than 60 dBA, increased levels of annoyance would be anticipated at increases of 3 dBA, or greater. Increases of 1.5 dBA or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dBA. The rationale for the FICON-recommended criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause significant increases in annoyance. In an effort to be conservative, 1.5 dBA was utilized as the Incremental Effect threshold as it is the lowest level at which an increase could be perceived. Therefore, "Future With Project" noise level would be considered cumulatively significant if it causes a 1.5 dBA increase in noise over the "Future Without Project" noise level.

PROJECT IMPACTS AND MITIGATION

EXCEED NOISE STANDARDS

Impact 3.8-1	**The project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Impacts would be less than significant.**

Noise-sensitive land uses are locations where people reside or where the presence of unwanted sound could adversely affect the use of the land. For purposes of this analysis, “noise-sensitive areas and uses" include residential areas, parks, schools, churches, hospitals, and long-term care facilities. These uses may warrant unique measures for protection from intruding noise.

Construction

Noise from construction activities is generated by two primary sources: (1) the transport of workers and equipment to construction sites and (2) the noise related to active construction equipment. Typical activities associated with construction are a highly noticeable temporary noise source. These noise sources can be a nuisance to residents and businesses or unbearable to sensitive receptors. The potential noise effects resulting from the construction would vary depending upon location, physical setting, surrounding land uses, and intensity and duration of construction activity.

Construction of individual developments associated with implementation of the proposed Eastvale 2040 General Plan could temporarily increase the ambient noise environment in the vicinity of each individual project. For example, construction of each of the representative projects is assumed to include grading, building construction, paving, and concrete pouring and could also include demolition, excavation for subterranean levels, and hauling. Noise from these construction activities could include engine noises from heavy equipment, sawing, hammering, pounding, dropping of materials, banging, and clanging of equipment, delivery activities, loading, truck hauling, etc. Table 3.8-9, *Reference Noise Levels from Typical Construction Equipment*, provides the anticipated noise levels at 50 feet from typical construction equipment.

Table 3.8-9: Reference Noise Levels from Typical Construction Equipment

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Backhoe	40	78
Compressor	40	78
Concrete Mixer Truck	40	79
Concrete Saw	20	90
Crane	16	81
Dozer	40	82
Dump Truck	40	76
Excavator	40	81
Flatbed Truck	40	74
Forklift	20	75
Grader	40	85
Loader	40	79
Paver	50	77
Roller	20	80
Scraper	40	85
Tractor	40	84
Water Truck	40	80
Welder	40	74

Notes:
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.

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

The highest noise levels from the types of construction activities that would take place with implementation of Eastvale 2040 usually occur during the grading and site excavation phases. Large earth-moving equipment such as graders and scrapers could generate maximum noise levels up to 85 dBA when measured at 50 feet from a construction site. Other construction equipment like concrete saw can generate noise levels up to 90 dBA at 50 feet. Construction activities with multiple pieces of equipment working at the same time could result in substantial temporary noise level increases at nearby sensitive land uses. It should be noted that construction would be localized and would occur intermittently for varying periods of time.

Future development under Eastvale 2040 would occur over an approximately 20-year period until 2040 and would generate temporary noise level increases on and adjacent to individual construction sites. However, as specific project-level information is not available currently, it is not possible to quantify the construction noise impacts at specific sensitive receptors. Demolition

and construction activity would, in some cases, occur near noise-sensitive receptors and extend over the course of several weeks to months, or even longer depending on the individual development type and other project- and location-specific circumstances.

As described in the "Regulatory Framework" section, City has established standards for acceptable noise levels for each land use designation identified within the City's General Plan in Section 8.52.040 of the Municipal Code, with noise levels being measured at the adjacent property line. However, Section 8.52.020, notes that several sources of noise related to construction are exempt from Municipal Code Chapter 8.52 provisions, including capital improvement projects, private construction 0.25-mile or more away from an inhabited dwelling, and private construction projects located within 0.25-mile from an inhabited dwelling provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and 6:00 p.m. and 7:00 a.m. during the months of October through May.

Further, pursuant to Municipal Code Section 8.52.060, power tools and equipment are prohibited between the hours of 10:00 p.m. and 8:00 a.m. such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which the power tools or equipment may be located; no person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a distance greater than 100 feet from the power tools or equipment.

The City's existing Noise Ordinance is based on the 2006 version of the County of Riverside Ordinance No. 847, *Regulating Noise*, and identifies land use designations and existing conditions consistent with the County of Riverside General Plan rather than the City of Eastvale's existing (2012) General Plan.[1] Since 2006, the City of Eastvale has both incorporated as its own City and has experienced significant growth, with over 90 percent of the City's available lands already developed. As the City's physical makeup, population, regional context, and the regulatory guidance around noise have changed significantly since this time, the County's Noise Ordinance is not reflective of the City of Eastvale's existing condition.

To this end, the proposed Eastvale 2040 General Plan Noise Element incorporates the California Governor's Office of Planning and Research (OPR) acceptable and unacceptable community noise exposure limits identified in Table 3.8-6, *Land Use Compatibility for Community Noise Environments*. During the preapplication review process, the City would review individual development projects for their potential to result in construction-related noise and could require an Acoustical Assessment if there is potential to impact sensitive receptors; refer to proposed

[1] County of Riverside, *Ordinance No. 847, Regulating Noise*, adopted April 4, 2006.

Noise Element Policy N-3.3. As shown in Table 3.8-6, the range of noise exposure levels overlap between the normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable categories. The City may use its discretion to determine which noise levels are considered acceptable or unacceptable, based on land use, project location, and other project factors. Therefore, the Eastvale 2040 General Plan seeks to ensure that construction related noise impacts in the City are less than significant through adoption of the OPR community noise exposure limits identified in Table 3.8-6. Construction related impacts would be **less than significant** in this regard.

Operations

Off-Site Mobile Noise

Existing and future noise levels have been calculated for various roadway segments within the City. It is noted that the computer noise model used to project the potential ambient noise levels does not consider the existing noise attenuating features, such as sound walls, buildings, landscaping, or topography. As such, the roadway noise contours may not reflect true noise conditions and may be conservative in such aspects. Intervening structures or other noise-attenuating obstacles between the roadway and sensitive receptors may reduce roadway noise levels at the receiving receptor. However, there would almost certainly be receptors that would experience roadway noise levels very similar to those indicated by the noise contours.

Table 3.8-4 and Exhibit 3.8-3 above outlines and illustrates the City's existing roadway noise levels; Table 3.8-10, *Future Roadway Noise Levels,* outline the City's future (year 2040) roadway noise levels without the proposed project (buildout condition in accordance with the existing General Plan) and with the proposed project (buildout condition in accordance with the proposed 2040 General Plan), and Exhibit 3.8-4, *Existing (2012) General Plan Noise Contours*, and Exhibit 3.8-5, *Eastvale 2040 General Plan Noise Contours*, illustrate the noise contours with and without the proposed project in year 2040. Results of traffic noise modeling are included in Appendix C.

Table 3.8-10: Future Roadway Noise Levels

Roadway Segment	Future Without Project (Existing General Plan Buildout) Scenario				Future With Project (Eastvale 2040 Buildout) Scenario				Difference in dBA @ 100 feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]		ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]		
			60 CNEL Noise Contour	55 CNEL Noise Contour			60 CNEL Noise Contour	55 CNEL Noise Contour	
Limonite Avenue between Archibald Avenue and I-15 Freeway	80,320	71.9	619	1,334	81,577	71.9	626	1,348	0.1
65th Street between Coyote Trail Lane and Hammer Avenue	30,202	65.1	218	469	33,596	65.5	234	503	0.5
68th Street between Hammer Avenue and I-15 Freeway	13,825	62.9	157	338	15,363	63.4	169	363	0.5
Schleisman Road between Hellman Avenue and Hammer Avenue	43,332	68.0	343	740	44,689	68.2	350	755	0.1
Citrus Street between Harrison Avenue and Hammer Avenue	17,504	63.9	182	392	19,509	64.4	196	421	0.5
Chandler Street between Hellman Avenue and Harrison Avenue	12,530	62.6	149	321	12,564	62.6	149	322	0.0
River Road between Hellman Avenue and Archibald Avenue	19,014	64.3	194	419	18,823	64.3	193	416	0.0
River Road between Archibald Avenue and Southern City Limits	38,014	69.5	427	921	38,472	69.5	431	928	0.1
Milliken Avenue between Philadelphia Street and SR-60 EB Ramps	21,890	66.4	265	572	22,114	66.4	267	576	0.0
Hammer Avenue between SR-60 EB Ramps and Southern City Limits	35,582	68.2	350	753	39,522	68.6	375	808	0.5

Table 3.8-10, continued

Roadway Segment	Future Without Project (Existing General Plan Buildout) Scenario				Future With Project (Eastvale 2040 Buildout) Scenario				Difference in dBA @ 100 feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]		ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) [1,2]		
			60 CNEL Noise Contour	55 CNEL Noise Contour			60 CNEL Noise Contour	55 CNEL Noise Contour	
Scholar Way between Bellegrave Avenue and Schleisman Road	8,234	58.0	74	159	9,068	58.4	79	169	0.4
Scholar Way between Schleisman Road and Citrus Street	11,364	59.6	94	202	13,252	60.2	104	224	0.7
Summer Avenue between Bellegrave Avenue and Citrus Street	12,330	62.4	146	314	12,539	62.5	147	317	0.1
Harrison Avenue between Limonite Avenue and Chandler Street	13,617	62.9	156	335	14,075	63.0	159	343	0.1
Archibald Avenue between Limonite Avenue and River Road	30,025	67.7	328	706	31,306	67.9	337	726	0.2
Hellman Avenue between Northern Terminus and River Road	29,945	67.3	308	664	30,190	67.4	310	668	0.0
Bellegrave Avenue between Summer Avenue and I-15 Freeway	10,824	62.8	154	332	11,096	62.9	157	338	0.1
Cantu Galleano Ranch Road between Milliken Avenue and I-15 Freeway	20,245	66.9	287	617	20,675	66.9	291	626	0.1
Riverside Drive between Hammer Avenue and I-15 Freeway	8,780	60.8	114	245	8,994	60.9	115	249	0.1

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Roadway noise levels and contours were calculated using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.

"-" = contour is located within the roadway right-of-way.

Source: Michael Baker International, June 2023; refer to Appendix C, Noise Data.

The proposed project would result in additional traffic on the roadways from daily activities, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. It should be noted that as ambient noise levels increase, a smaller degree of change in noise levels is required to elicit significant annoyance. A significant impact would result only if both of the following occur: an exceedance of the normally acceptable noise standards (refer to Table 3.8-7) and a perceptible increase in traffic noise levels (i.e., existing noise levels below 60 dBA would require an increase of 5 dBA or more to be significant, while existing noise levels that are 60 dBA or above would require an increase of 3 dBA or more to be; refer to Table 3.8-8).

Table 3.8-10 compare the "Future Without Project" (Existing General Plan Buildout) to the "Future With Project" (Eastvale 2040 Buildout) scenarios and outline the anticipated noise level changes adjacent to specific roadways in the City as a direct result of implementation of the proposed 2040 General Plan. As depicted, the "Future Without Project" scenario noise levels at 100 feet from roadway centerline would range from approximately 58.0 dBA to 71.9 dBA, with the highest noise levels occurring along Limonite Avenue between Archibald Avenue and I-15 Freeway; the "Future With Project" scenario noise levels at 100 feet from roadway centerline would range from approximately 58.4 dBA to 71.9 dBA, with the highest noise levels also occurring along Limonite Avenue between Archibald Avenue and I-15 Freeway.

Table 3.8-10 also shows the difference between the "Future Without Project" scenario and the "Future With Project" scenarios. As depicted, traffic associated with the proposed project would result in a maximum increase of 0.7 dBA at 100 feet from roadway centerline along Scholar Way between Schleisman Road and Citrus Street.

As shown in Table 3.8-10, none of the project-induced changes would exceed 1 dBA or cause a perceptible increase in traffic noise levels (i.e., an increase of 3.0 dBA or more) along any of the surrounding roads. To further protect residents from exposure to excessive transportation related noise, the proposed Eastvale 2040 General Plan Noise Element includes the following policies:

Policy N-2.1 Update existing and projected noise contours periodically for all transportation noise sources.

Policy N-2.2 Prevent development of new projects which contain noise-sensitive land uses in areas exposed to existing or projected levels of noise from transportation sources which exceed the levels specified in Table N-3, unless the project design includes effective mitigation measures to reduce exterior noise and noise levels in interior spaces to the levels specified in that table.

Policy N-2.3 Mitigate noise created by new transportation noise sources consistent with the levels specified in Table N-3.

Policy N-2.4 Consider the significance of noise-level increases associated with roadway improvement projects needed to accommodate buildout of the General Plan. Since it may be impractical to reduce increased traffic noise to levels in Table N-3, the following criteria may be used as a test of significance for roadway improvement projects:

- Where existing traffic noise levels are less than 60 dB Ldn in the outdoor-activity areas of noise-sensitive uses, roadway improvement projects which increase noise levels to 60 dB L_{dn} will not be considered significant.
- Where existing traffic noise levels range between 60 and 65 dB L_{dn} in the outdoor- activity areas of noise-sensitive uses, a +3 dB Ldn increase in noise levels due to a roadway-improvement project will be considered significant.
- Where existing traffic noise levels are greater than 65 dB L_{dn} in the outdoor- activity areas of noise-sensitive uses, a +1.5 dB L_{dn} increase in noise levels due to a roadway-improvement project will be considered significant.

Policy N-2.5 Require acoustical analysis for noise-sensitive land uses proposed in areas exposed to existing or projected exterior noise levels exceeding the levels specified in Table N-3 to determine appropriate noise mitigation. Single-family dwellings on existing lots are excluded from this review.

Policy N-2.6 Minimize motor vehicle noise impacts from streets and highways through proper route location and sensitive roadway design by employing the following strategies:

- Consider the impacts of truck routes, the effects of a variety of truck traffic, and future motor vehicle volumes on noise levels adjacent to master planned roadways when improvements to the circulation system are planned.
- Mitigate traffic volumes and vehicle speed through residential neighborhoods.

- Work closely with Caltrans in the early stages of highway improvements and design modifications to ensure that proper consideration is given to potential noise impacts on the City.

Policy N-2.7 Require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies.

With implementation of the proposed Eastvale 2040 General Plan policies, and since the project would not cause a perceptible increase in traffic noise levels, the proposed project would not significantly increase noise levels along the roadway segments analyzed. Therefore, long-term mobile traffic noise impacts would be **less than significant**.

Stationary Noise

The proposed land use plan under the Eastvale 2040 General Plan assigns all land in the City of Eastvale to one of the 14 land use designations that are organized into four place types. The Neighborhood place types represent the neighborhoods of Eastvale and include residential development; the Employment place types constitute the employment uses include commercial retail centers, industrial areas, and office uses; the Open Space place types include water features, open space and recreational uses, and conservation areas; and the place types within the Unique category encompass four focus areas where there are opportunities for new development to take place over time. The Downtown West Policy Focus Area proposes housing, retail, restaurants, hospitality, entertainment, civic uses, and potential for a satellite college or university campus or medical-related uses; the Downtown East Policy Focus Area proposes commercial retail and services, entertainment, residential uses, and a mix of low-moderate housing and commercial/office spaces on the Vacant Parcel South of Limonite Avenue; the Chandler Focus Area proposes a mix of low-intensity uses such as homes, agriculture-related businesses, maker-spaces, craft restaurants, breweries, and respect for existing agricultural and residential uses; and the Citrus Policy Area proposes senior housing, recreational activities, river access, visitor-serving uses, and integration with the Santa Ana River Trail.

Given the programmatic level of the Eastvale 2040 General Plan, stationary noise impacts that may occur from future new development in the City are speculative and cannot be accurately determined at this stage of the planning process. Nonetheless, to protect residents from exposure to stationary noise sources, the proposed Eastvale 2040 General Plan Noise Element includes the following policies:

Policy N-1.1 Encourage the use of site planning and building materials/design as primary methods of noise-attenuation.

Policy N-1.2 Discourage use of noise barriers and walls constructed exclusively for noise-attenuation purposes, where possible. In instances where noise barriers cannot be avoided, the use of site planning and building material/design features in conjunction with barriers to mitigate visual impacts and reduce the size of barriers.

Policy N-3.1 Prohibit the development of noise-sensitive uses where the noise level due to non-transportation sources will exceed the noise-level standards of Table N-3 as measured immediately at the property line of the new development unless effective noise-mitigation measures have been incorporated into the development design to achieve the noise standards.

Policy N-3.2 Mitigate noise created by new proposed non-transportation sources consistent with the noise-level standards of Table N-3 as measured immediately at the property line of lands designated for noise-sensitive land uses.

Policy N-3.3 Require acoustical analysis of new development proposals and the expansion of existing development if likely to produce noise levels exceeding the performance standards of Table N-3 at the property line of existing or planned noise- sensitive uses.

Policy N-3.4 Require that parking areas for commercial and industrial land uses be or buffered and shielded by walls, fences, berms, and/or landscape, unless an acoustical study demonstrates that operation of the parking area(s) will comply with the City's noise standards.

Policy N-3.5 Require that parking structures serving commercial or industrial land uses be designed to minimize the potential noise impacts both on site and on adjacent properties. Design measures may include the use of materials that mitigate sound transmission and the configuration of interior spaces to minimize sound amplification and transmission.

Policy N-3.6 Require the installation of noise-buffering or reduction mechanisms, for major fixed noise sources that would exceed the ambient noise by 5 dB or more prior to the issuance of any discretionary permit.

Policy N-3.7 Require new residential development, and new noise-sensitive projects, to be responsible for noise mitigations to lessen the impacts from adjacent and nearby industrial uses and urban activities when the following conditions exist:

- If, at the time of request for new residential or noise-sensitive land use development, the industrial uses complied with all the noise mitigations based on anticipated noise sources and noise levels.
- If, at the time of request for new residential or noise-sensitive land use development, adjacent vacant land is designated for commercial or industrial development.
- The noise level measured at the residential or noise-sensitive use property line exceeds the residential noise standards due to the cumulative effect of nearby existing industrial and new industrial noise sources and increased noise levels of urban activities (i.e., traffic, trains, aircraft, etc.).
- The industrial use emitting the noise conforms with the land use classification of the General Plan, zoning district, and all conditions of City permits.
- The industrial use has not added additional noise-producing equipment or substantially changed its hours of operation from what has been approved by the City.

As discussed, the proposed Eastvale 2040 General Plan Noise Element incorporates the OPR acceptable and unacceptable community noise exposure limits identified in Table 3.8-6. During the preapplication review process, the City would review individual development projects for their potential to result in stationary noise which exceeds the noise exposure limits identified in Table 3.8-6 and could require an Acoustical Assessment if there is potential to impact sensitive receptors; refer to proposed Noise Element Policy N-3.3. Therefore, the Eastvale 2040 General Plan seeks to ensure that stationary noise sources in the City are less than significant through adoption of the OPR community noise exposure limits identified in Table 3.8-6.

The following include qualitative discussions of common stationary noise sources that are reasonably anticipated under Eastvale 2040.

Residential and Recreational Uses

Residential uses comprise most of the City. Noise that is typical of residential areas include children playing, pets, amplified music, pool and spa equipment operation, mechanical equipment, woodworking, car repair, and home repair. Noise that is typical of residential areas would primarily be children playing, pets, and amplified music. Noise from these stationary sources would primarily occur during the "daytime" activity hours assuming noises decrease during nighttime hours (e.g., people go to sleep and/or close their windows). Stationary noise generated from residential and recreational developments under the Eastvale 2040 General Plan would be analyzed on a project-by-project basis. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure noise levels do not exceed City requirements.

As discussed above, the proposed Eastvale 2040 General Plan Noise Element includes several policies intended to prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Eastvale. Lastly, future residential and recreational uses would be required to comply with the community noise exposure limits identified for each land use designation in Table 3.8-6. Upon compliance with applicable Eastvale 2040 General Plan policies and the noise exposure limits identified in in Table 3.8-6, operational noise impacts from residential and recreational uses under Eastvale 2040 would be **less than significant**.

Commercial and Industrial/Manufacturing Uses

Noise sources associated with commercial uses as well as industrial/manufacturing uses in urban environment (i.e., Eastvale) are typically caused by delivery trucks, trash trucks, air compressors, generators, outdoor loudspeakers, and gas venting. In commercial and business areas, noise sources at loading areas may also include maneuvering and idling trucks, truck refrigeration units, forklifts, banging and clanging of equipment (i.e., hand carts and roll-up doors), noise from public address systems, and voices of truck drivers and employees. Stationary noise generated from commercial and industrial/manufacturing developments under Eastvale 2040 would be analyzed on a project-by-project basis. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure noise levels do not exceed Municipal Code requirements.

As discussed above, the proposed Eastvale 2040 General Plan Noise Element includes several policies intended to prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Eastvale. Lastly, future commercial uses as well as industrial/manufacturing uses would be required to comply with the community noise exposure limits identified for each land use designation in Table 3.8-6. Upon compliance with applicable Eastvale 2040 General Plan policies and the noise exposure limits identified in

Table 3.8-6, operational noise impacts from commercial and industrial/manufacturing uses under Eastvale 2040 would be **less than significant**.

Parking Lots

All new developments under the Eastvale 2040 General Plan would typically include new parking areas. Traffic associated with parking lots is not of sufficient volume to exceed community noise standards that are based on a time averaged scale, such as the CNEL scale. However, the instantaneous maximum sound levels generated by a car door slamming, an engine starting up, and car passing by may be an annoyance to adjacent sensitive receptors. Conversations and music from parking lots may also be an annoyance to adjacent sensitive receptors. Estimates of the maximum noise levels associated with some parking lot activities are presented in Table 3.8-11, *Typical Noise Levels Generated by Parking Lots*. As shown in Table 3.8-11, parking lot activities can result in noise levels of up to 61 dBA at a distance of 50 feet. It is noted that parking lot noise levels are instantaneous noise levels compared to noise standards in the CNEL scale, which are averaged over time. As a result, actual noise levels over time resulting from parking lot activities would be far lower than what is identified in Table 3.8-11.

Table 3.8-11: Typical Noise Levels Generated by Parking Lots

Noise Source	Maximum Noise Levels at 50 Feet from Source (dBA L_{eq})
Car door slamming	61
Car starting	60
Car idling	53

Notes: dBA = A-weighted Decibels; L_{eq} = Equivalent Sound Level
Source: Kariel, H. G., *Noise in Rural Recreational Environments, Canadian Acoustics 19(5), 3-10*, 1991.

Stationary noise generated from future parking lots proposed under Eastvale 2040 would be analyzed on a project-by-project basis. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure noise levels do not exceed the noise exposure limits identified in Table 3.8-6. As discussed above, the proposed Eastvale 2040 General Plan Noise Element includes several policies intended to prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Eastvale. Lastly, future parking lots would be required to comply with general sound level standards for each land use designation as outlined in Table 3.8-6. Upon compliance with applicable Eastvale 2040 General Plan policies and the noise exposure limits identified in Table 3.8-6, operational noise impacts from parking lot uses under Eastvale 2040 would be **less than significant**.

Conclusion

In conclusion, potential noise impacts from construction and operation (mobile and stationary) sources from the implementation of the Eastvale 2040 General Plan would be less than significant upon compliance with the policies identified in the proposed Eastvale 2040 General Plan Noise Element and the noise exposure limits identified in Table 3.8-6.

Mitigation Measures: None required.

Level of Significance: Less than significant.

EXCESSIVE VIBRATIONS OR NOISE

Impact 3.8-2	**The project would not have the potential to result in the generation of excessive groundborne vibration or groundborne noise levels. Impacts would be less than significant.**

Construction

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 the 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.

Construction vibration impacts include human annoyance and 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. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

Construction activities that may be undertaken with the buildout of Eastvale 2040 would have the potential to generate low levels of groundborne vibration. The groundborne vibration generated during construction activities would primarily impact existing sensitive uses that are located adjacent to or within the vicinity of any individual projects. Typical vibration levels for

construction equipment that would be anticipated to be used with such construction are provided in Table 3.8-12, *Typical Vibration Levels for Construction Equipment*.

Table 3.8-12:
Typical Vibration Levels for Construction Equipment

Equipment	Approximate ground velocity in decibels at 25 feet (VdB)	Approximate ground velocity in decibels at 50 feet (VdB)
Pile Driver (impact)	104	98
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Notes: Root mean square amplitude ground velocity in decibels (VdB) referenced to one micro-inch/second.
Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment* Manual, Table 7-4, Vibration Source Levels for Construction Equipment, September 2018.

Based on Table 3.8-12, vibration levels could reach up to 87 VdB for typical construction activities (and up to and up to 104 VdB if pile driving activities were to occur) at structures located within 25 feet of construction. As such, for structures that are located at or within 25 feet of potential project construction sites, structures at these locations may experience vibration levels during construction activities that exceed 75 VdB, which is approximate dividing line between barely perceptible and distinctly perceptible according to the FTA; refer to Table3.8-2.

The Eastvale 2040 General Plan Noise Element proposes goals and policies that aim to maintain acceptable vibration levels for each land use category in the City. For example, Policy N-1.3 would require new development to reduce vibration to 75 VdB or below at the property line, and Policy N-2.7 would require that commercial and residential mixed-use structures minimize the transfer or transmission of noise and vibration from the commercial land use to the residential land use through appropriate building technologies. Upon compliance with the policies identified in the proposed Eastvale 2040 General Plan Noise Element, impacts would be **less than significant** in this regard.

Operations

Implementation of the Eastvale 2040 General Plan would not involve land uses that would typically result in substantial groundborne vibration. Although heavy duty trucks (as part of commercial or industrial/manufacturing operations) would travel through roadways across the City, it is unusual for vibration from sources, such as buses and trucks, to be perceptible, even in locations close to major roads.[2] As such, it can be reasonably inferred that operations associated

[2] Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

with development projects under Eastvale 2040 would not create perceptible vibration impacts to the nearest sensitive receptors. Impacts would be **less than significant** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

PUBLIC AIRPORT OR PRIVATE AIRSTRIP

Impact 3.8-3	**The project would not be located in the vicinity of a private airstrip or an airport land use plan or, where such plan has not been adopted, within 2 miles of a public airport or public use airport, and would not expose people residing or working in the project area to excessive noise levels. Impacts would be less than significant.**

The closest (public) airport is the Chino Airport (CNO); refer to Exhibit 3.5-2. According to the Riverside County Airport Land Use Commission, the Chino Airport area of influence affects land uses in the northwest area of the City in the area of Limonite and Archibald Avenues.[3] Specifically, the City includes Compatibility Zones B1, C, D, and E. However, while proximate to the City, the noise influence of the airport is not anticipated to affect the majority of City; airport-related noise would only be approximately 55 to 60 dB CNEL in the City.[4]

The Ontario International Airport (ONT) is approximately 1.5 miles northwest of the City limits and is also in San Bernadino County. However, while proximate to the City, the noise influence of the airport is not anticipated to affect the majority of City; based on the *Ontario International Airport Land Use Compatibility Plan*, only a small portion in the northern portion of the City is located within the Airport Influence Area of the Ontario International Airport.[5] This area may experience airport-related noise would at approximately 60 to 65 dB CNEL.[6]

It should also be acknowledged that individual development projects under Eastvale 2040 would be subject to individual environmental review on a project-by-project basis to ensure compliance with all applicable regulations to minimize construction noise impacts. If constitute a major land use action, future development would be subject to mandatory or advisory the Riverside County

[3] Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan Policy Document, Map CH-1, Compatibility Map – Chino Airport*, adopted September 2008.

[4] Riverside County Airport Land Use Commission, *Riverside County Airport Land Use Compatibility Plan Policy Document, Map CH-3, Chino Airport,* adopted September 2008.

[5] City of Ontario, *Ontario International Airport Land Use Compatibility Plan, Map 2-1, Compatibility Policy Map: Airport Influence Area*, July 2018.

[6] City of Ontario– Inter Agency Collaborative, *Ontario International Airport Land Use Compatibility Plan, Map 2-3, Compatibility Policy Map: Noise Impact Zones*, July 2018.

Airport Land Use Commission or Ontario International Airport – Inter Agency Collaborative reviews depending upon the status of local general plan consistency.

Further, no private airstrips are located in the immediate vicinity of the project area. Therefore, compliance with applicable regulations would ensure **less than significant** impact would occur in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.8-4	**The project would not result in a significant cumulative noise impact. Impacts would be less than cumulatively considerable.**

When determining whether the overall noise and vibration impacts from cumulative projects would be cumulatively significant and whether the proposed project's incremental contribution to any significant cumulative impacts would be cumulatively considerable, it is important to note that noise and vibration are localized occurrences; as such, they decrease rapidly in magnitude as the distance from the source to the receptor increases.

Construction

Eastvale is almost fully developed, leaving little room for significant new development. Based on historical development patterns and reasonable assumptions of development, it is anticipated that new development would occur with only a limited number of parcels being developed at the maximum density or intensity. Further, it is speculative to determine at this time where or when new development or redevelopment would occur within the City.

Thus, it is unlikely the City would experience multiple concurrent construction projects in proximity to each other. Short-term construction noise is a localized activity and would affect only land uses that are adjacent to, or in the immediate vicinity of, a specific project site. Each construction project would have to comply with the City's noise standards (Table 3.8-6), as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible. Thus, the potential cumulative impacts of short-term construction noise are considered **less than significant**.

Operations

Off-Site Mobile Noise

Long-term cumulative noise impacts from mobile sources would occur primarily as a result of increased traffic on area roadways due to buildout of the proposed project and other projects in the vicinity. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. An increase of 3 dB is widely accepted as "barely perceptible." Regarding traffic noise, traffic volumes would need to roughly double to result in a perceptible change in ambient noise levels.

To determine if cumulative traffic noise levels would increase to a level of significance with the development of the proposed project and other planned projects, Table 3.8-13, *Cumulative Roadway Noise Levels,* outline the City's roadway noise levels under "Existing", "Future Without Project" (buildout condition in accordance with the existing General Plan), and "Future With Project" (buildout condition in accordance with the proposed Eastvale 2040 General Plan) scenarios, and their combined and cumulative effects in accordance with Caltrans' standards (refer to Table 3.8-8). Results are included in Appendix C.

As discussed under Standards of Significance above, a project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The "Future With Project" noise level would be considered to have cause a significant cumulative impact if a 3.0 dB increase over "Existing" noise level occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use. Further, as the combined noise level represents not only that from the proposed project but also in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to a specific project. Per FICON, an increase in the traffic noise level of 5 dBA or greater would typically be considered to result in increased levels of annoyance where existing ambient noise levels are less than 60 dBA. Within areas where the ambient noise level exceeding 60 dBA, increased levels of annoyance would be anticipated at increases of 3 dBA, or greater. Increases of 1.5 dBA or greater, could result in increased levels of annoyance in areas where the ambient noise level exceeds 65 dBA. "Future With Project" would be considered cumulatively significant if it causes a 1.5 dBA increase in noise over the "Future Without Project" noise level.

As shown on Table 3.8-13, the "Future With Project" causes a change in noise levels that range from a 2.4 dBA decrease to 4.9 dBA increase over then "Existing" noise levels. However, noise levels would not exceed the incremental effects criterion of 1.5 dBA along any roadway segments. Therefore, there would not be any roadway segments that would be subject to

significant cumulative impacts, as they would not exceed both the combined and incremental effects criteria. Therefore, traffic noise levels associated with the proposed project (both components), in combination with cumulative background traffic noise levels, would result in **less than significant** cumulative impacts.

Stationary Noise

Noise from stationary sources would not substantially increase with implementation of Eastvale 2040 as the City is generally built out. Through implementation of Eastvale 2040, it is anticipated that there would be new stationary sources as compared to existing conditions. Given the types of potential new stationary noise sources are typical of urban environment (e.g., loading areas, HVAC and other mechanical equipment, outdoor activity areas, etc.), noise produced by such noise sources would be limited to the localized area surrounding the source. All new stationary noise sources would be required to comply with the provisions and noise standards contained in the City's noise standards (Table 3.8-6). Stationary noise generated from commercial and industrial/manufacturing developments under the Eastvale 2040 General Plan would be analyzed on a project-by-project basis. As such, specific noise attenuation techniques, if applicable, would be implemented to ensure noise levels do not exceed Municipal Code requirements. In addition, the Eastvale 2040 General Plan Noise Element proposes goals and policies also aim to maintain acceptable noise levels for each land use category in the City and promote the control and reduction of noise created by transportation and technologies. For example, Policy N-2.5 would require acoustical analysis for noise-sensitive land uses proposed in areas exposed to existing or projected exterior noise levels exceeding the performance standards of Table 3.8-6 to determine appropriate noise mitigation. Therefore, **less than significant** impacts would occur with regard to cumulative stationary noise exposure.

Table 3.8-13: Cumulative Roadway Noise Levels

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Limonite Avenue between Archibald Avenue and I-15 Freeway	69.8	71.9	71.9	2.2	0.1	No
65th Street between Coyote Trail Lane and Hammer Avenue	60.6	65.1	65.5	4.9	0.5	No
68th Street between Hammer Avenue and I-15 Freeway	65.8	62.9	63.4	-2.4	0.5	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Schleisman Road between Hellman Avenue and Hammer Avenue	67.7	68.0	68.2	0.5	0.1	No
Citrus Street between Harrison Avenue and Hammer Avenue	62.7	63.9	64.4	1.7	0.5	No
Chandler Street between Hellman Avenue and	60.1	62.6	62.6	2.5	0.0	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Harrison Avenue						
River Road between Hellman Avenue and Archibald Avenue	63.8	64.3	64.3	0.5	0.0	No
River Road between Archibald Avenue and Southern City Limits	69.7	69.5	69.5	-0.2	0.1	No
Milliken Avenue between Philadelphia Street and SR-60 EB Ramps	66.2	66.4	66.4	0.2	0.0	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Hammer Avenue between SR-60 EB Ramps and Southern City Limits	67.8	68.2	68.6	0.8	0.5	No
Scholar Way between Bellegrave Avenue and Schleisman Road	57.5	58.0	58.4	0.9	0.4	No
Scholar Way between Schleisman Road and Citrus Street	57.7	59.6	60.2	2.6	0.7	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Summer Avenue between Bellegrave Avenue and Citrus Street	62.0	62.4	62.5	0.5	0.1	No
Harrison Avenue between Limonite Avenue and Chandler Street	61.4	62.9	63.0	1.6	0.1	No
Archibald Avenue between Limonite Avenue and River Road	67.8	67.7	67.9	0.1	0.2	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Hellman Avenue between Northern Terminus and River Road	66.0	67.3	67.4	1.4	0.0	No
Bellegrave Avenue between Summer Avenue and I-15 Freeway	61.1	62.8	62.9	1.8	0.1	No
Cleveland Avenue Between Missouri Avenue and Washington Avenue	64.7	66.9	66.9	2.3	0.1	No

Table 3.8-13, continued

Roadway Segment	Existing	General Plan	General Plan Update	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Update	Difference In dBA Between General Plan and General Plan Update	
Riverside Drive between Hammer Avenue and I-15 Freeway	59.5	60.8	60.9	1.4	0.1	No

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

1. Roadway noise levels and contours were calculated using the Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.

"-" = contour is located within the roadway right-of-way.

Source: Michael Baker International, June 2023; refer to Appendix C, *Noise Data*.

Vibration Impacts

As discussed above, implementation of Eastvale 2040 would not involve land uses that would typically result in substantial groundborne vibration. Groundborne vibration generated from cumulative development projects would be required to implement any required mitigation measures on a project-by-project basis, as applicable, pursuant to CEQA provisions. Moreover, vibration generation is limited to areas within the immediate vicinity of the source (e.g., primarily within 25 feet of most construction activities); thus, vibration impacts are almost exclusively project-level impacts rather than cumulative. Therefore, **less than significant impacts** would occur in this regard.

Mitigation Measures: None required.

Level of Significance: Less than cumulatively considerable.

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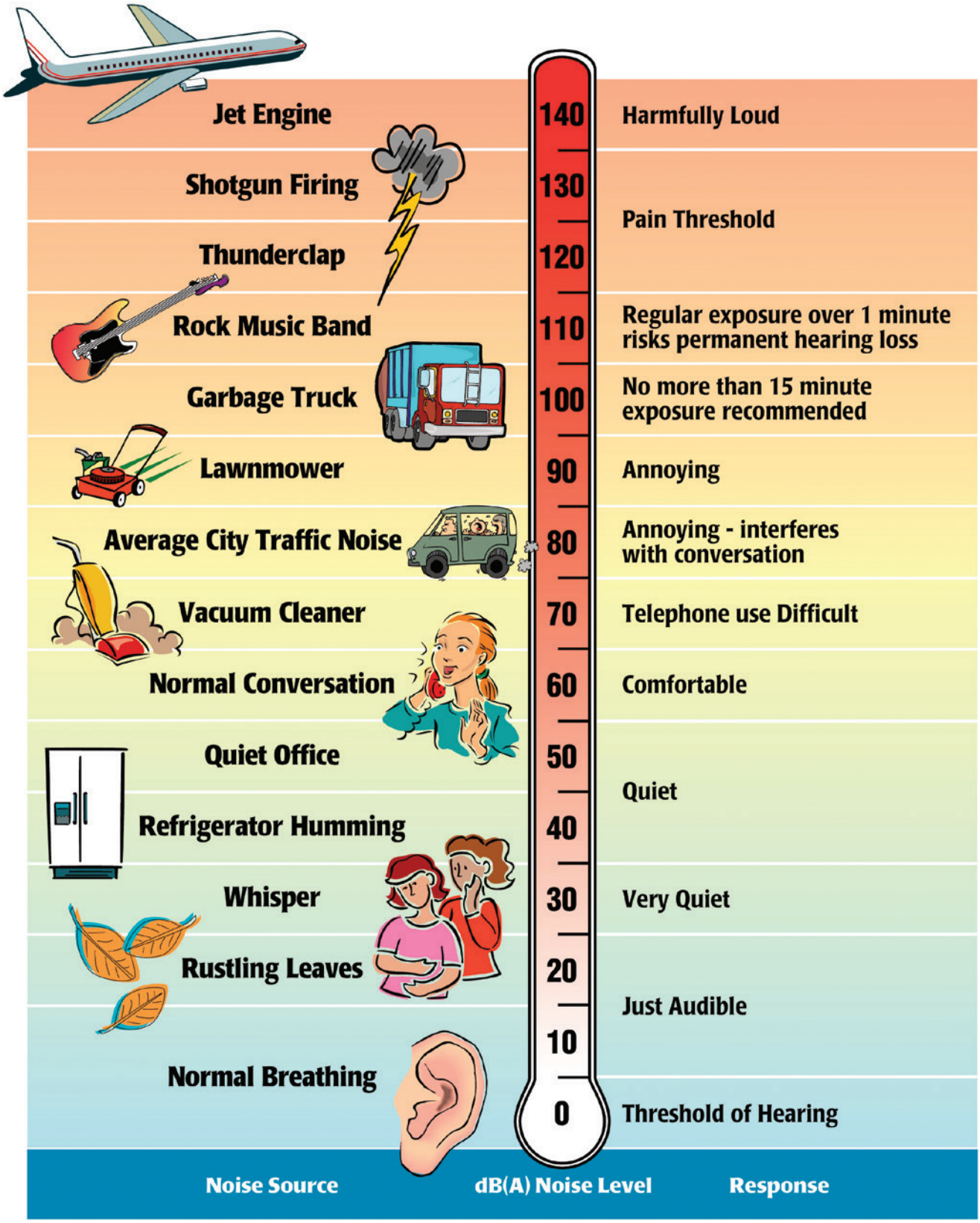

Source:

Melville C. Branch and R. Dale Beland, *Outdoor Noise in the Metropolitan Environment*, 1970.

Environmental Protection Agency, *Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004)*, March 1974.

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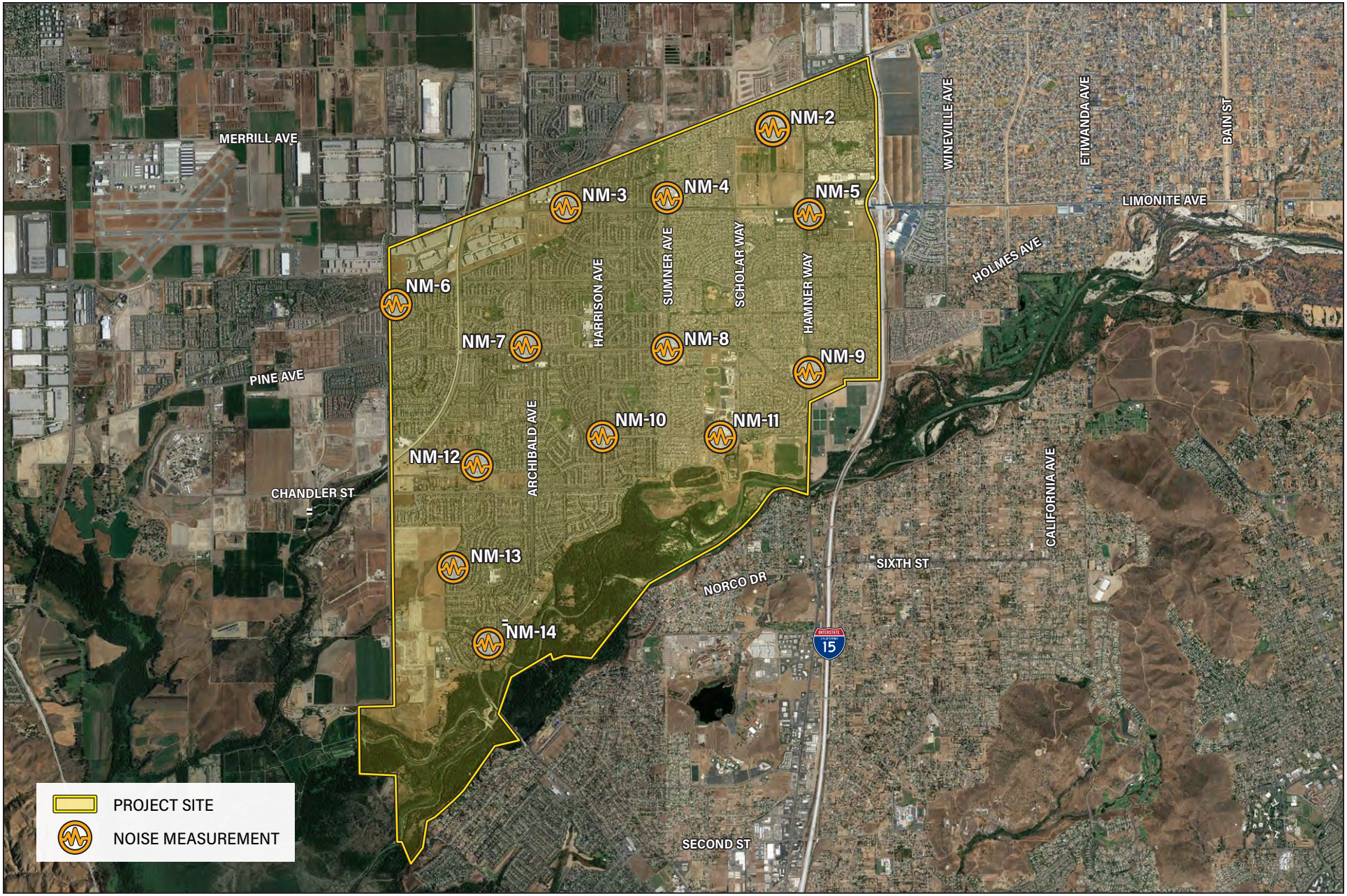

Source: Google Earth Pro, June 2023

NOT TO SCALE

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EASTVALE 2040 GENERAL PLAN EIR

Noise Measurement Locations

Exhibit 3.8-2

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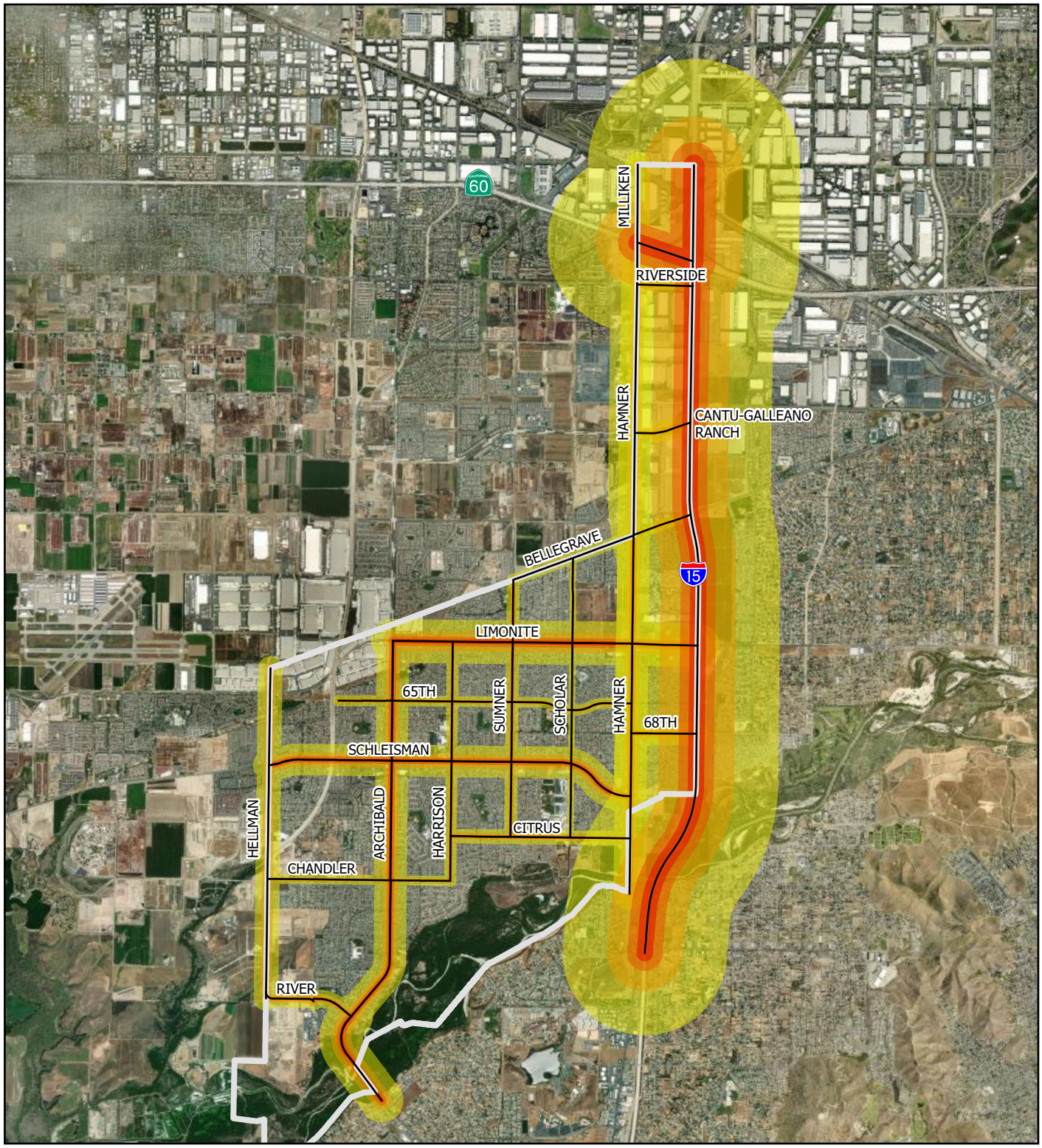

Legend

- 70 dBA CNEL
- 65 dBA CNEL
- 60 dBA CNEL
- 55 dBA CNEL
- Roads
- City Boundary

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Existing (2022) Noise Level Contours

Exhibit 3.8-3

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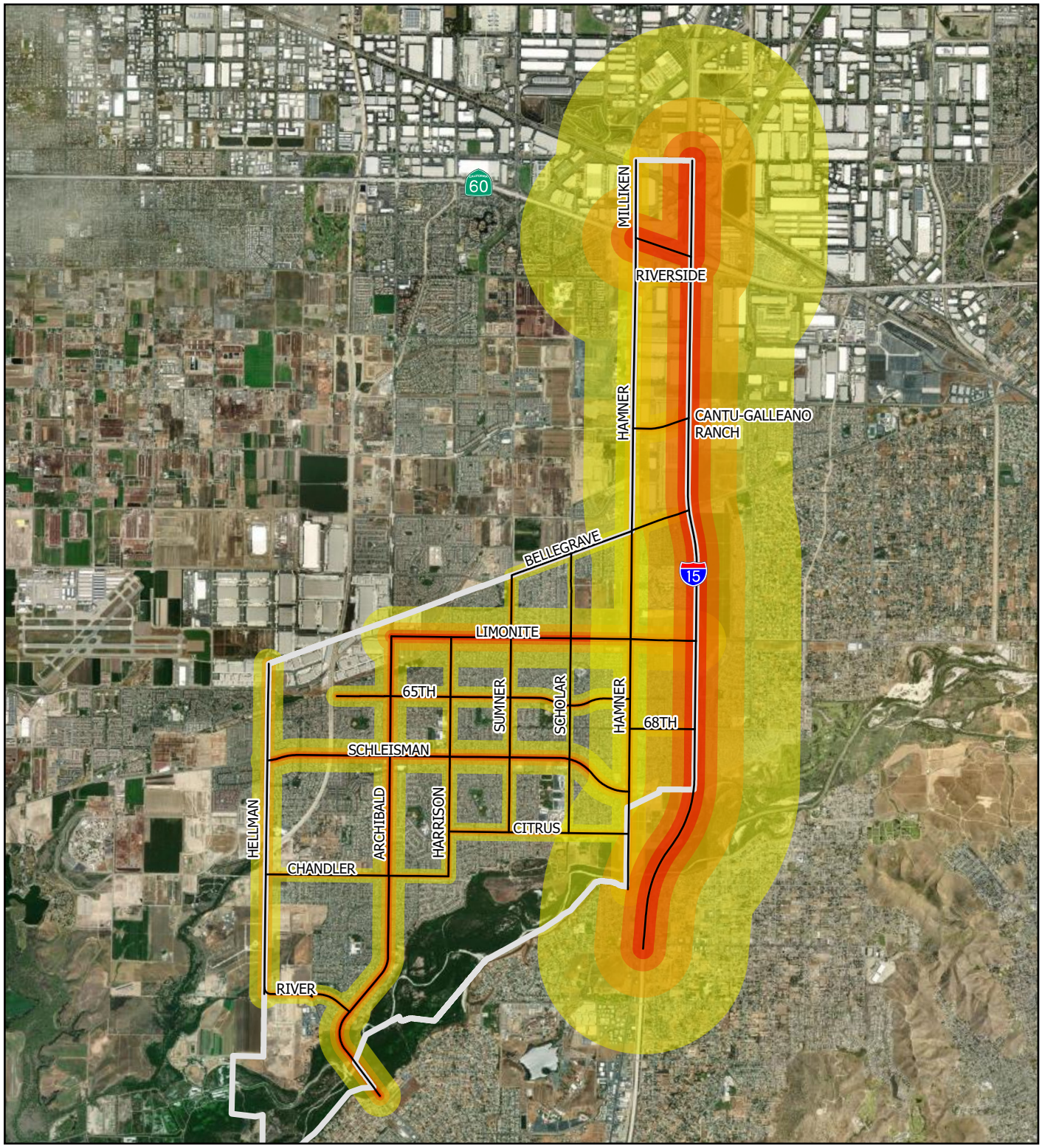

Legend

- 70 dBA CNEL
- 65 dBA CNEL
- 60 dBA CNEL
- 55 dBA CNEL
- Roads
- City Boundary

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Existing (2012) General Plan Noise Contours

Exhibit 3.8-4

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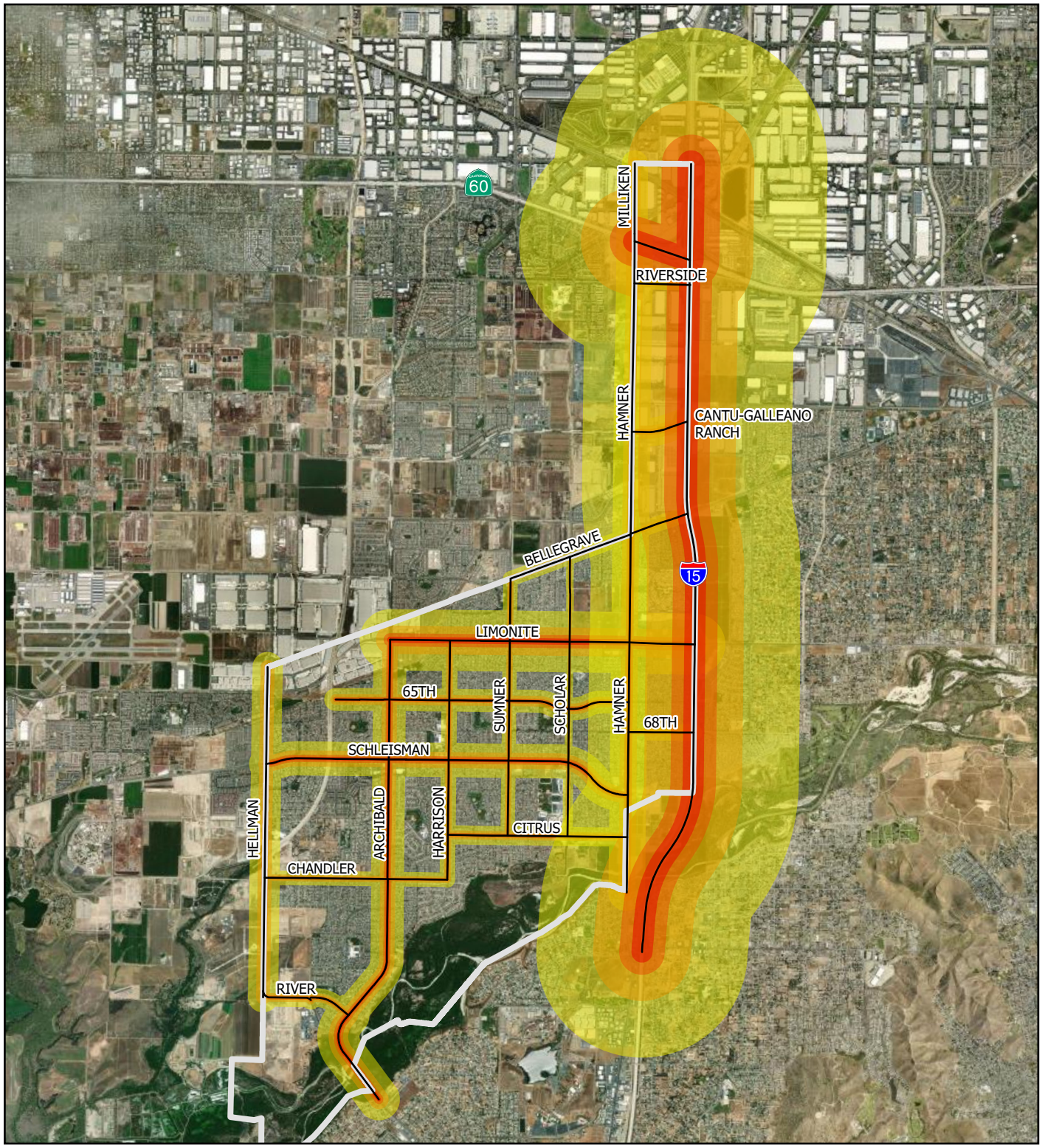

Legend

- 70 dBA CNEL
- 65 dBA CNEL
- 60 dBA CNEL
- 55 dBA CNEL
- Roads
- City Boundary

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Eastvale 2040 General Plan Noise Contours

Exhibit 3.8-5

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This section evaluates the existing population, housing, and employment statistics for the City of Eastvale, as applicable, and the potential effects caused by implementation of the proposed project.

ENVIRONMENTAL SETTING

This section identifies existing population, housing, and employment statistics for the City of Eastvale and County of Riverside, as applicable. Data was obtained from the State of California Department of Finance (DOF), U.S. Census Bureau, the California Development Department, and the Southern California Association of Governments (SCAG).

Population

Population data for the County of Riverside and the City of Eastvale is presented in Table 3.9-1, *Population Data*.

Table 3.9-1: Population Data

Year	City of Eastvale
2021[1]	70,457
2022 (Existing Conditions)[2]	**69,978**
2021-2022 Number Change	*-479*
2021-2022 Rate Change	*-0.68%*

1 As of January 2021
2 As of January 2022
Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

The City's population totaled 70,457 persons in 2021 and 69,978 persons in 2022, an approximately 0.68 percent decrease between 2021 and 2022. Eastvale is the 12th most populated City of Riverside County's 28 cities, representing 2.9 percent of the County's total population in 2022.

Housing

Housing data for the County and City is presented in Table 3.9-2, *Housing Inventory*.

Table 3.9-2: Housing Inventory

Year	City of Eastvale
2021[1]	18,372
2022 (Existing Conditions)[2]	**18,396**
2021-2022 Number Change	*+24*
2021-2022 Rate Change	*+0.13%*

1 As of January 2021
2 As of January 2022
Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

Housing Inventory

As indicated in Table 3.9-2, the City's 2022 housing stock was an estimated 18,396 dwelling units, approximately 0.13 percent more than the 2021 inventory of 18,372 units.

Housing Stock Profile

Table 3.9-3, *Housing Stock*, profiles the City's housing stock (2022) according to the State of California DOF. As indicated in Table 3.9-3, approximately 92.2 percent of the City's 18,396 existing dwellings are single-family units, while approximately 4.6 percent are multiple-family units, and approximately 3.2 percent are mobile homes.

Table 3.9-3: Housing Stock

Description		Number of Units	Percent of Units
Single-Family	Detached	16,193	88
	Attached	767	4.2
	Subtotal Single-Family	*16,960*	*92.2*
Multiple-Family	2 to 4 units	294	1.6
	5 or more units	561	3
	Subtotal Multiple-Family	*855*	*4.6*
Mobile Homes	Mobile Home Units	581	--
	Subtotal Mobile Homes	*581*	*3.2*
	Total Housing Units	***18,396***	***100%***
Occupancy	Occupied	17,834	96.9
	Vacant	562	3.1
Household Size	Persons per Household	3.92	

Source: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2021-2023. Sacramento, California, May 2023.

Vacancy Rates

Vacancy rates are an indicator of housing supply and housing demand. Low vacancy rates influence greater upward price pressure. Higher vacancy rates indicate downward price pressure. A 4.0 to 5.0 percent vacancy rate is considered "healthy." As indicated in Table 3.9-3, the City of Eastvale has a vacancy rate of 3.1 percent. Comparatively, Riverside County's vacancy rate as a whole is 10.5 percent.

Employment

As indicated in Table 3.9-4, the City's 2022 labor force consisted of approximately 35,500 persons. An estimated 1,100 persons were unemployed, for an unemployment rate of 3.0 percent.

In 2016, SCAG estimated the number of jobs located within the City of Eastvale to be 7,400, while in 2022, the total labor force of employed persons within Eastvale was 35,500, indicative of a low jobs/housing ratio of 1.9:1. The jobs/housing ratio reflects the balance between the employment opportunities offered by a community and the housing demand created by its residents. A ratio greater than 1.0 indicates that a community is able to provide adequate employment opportunities, potentially allowing residents to work within the same community as where they live (versus having to commute outside of the community for purposes of work).

Table 3.9-4, *Employment Data*, provides labor force and unemployment data for the County of Riverside and the City of Eastvale.

Table 3.9-4: Employment Data

Year	Labor Force	Unemployment Number	Unemployment Rate
2021[1]	34,200[3]	1,900[3]	5.6[3]
2022[2]	35,500	1,100	3.0
2021-2022 Change	+1,300	-800	-2.6

1 Based on estimates for November 2021
2 Based on estimates for November 2021
3 Based on Annual Average for Year 2021
Source: California Development Department 2023

REGULATORY FRAMEWORK

State

California Government Code

California Government Code Section 65300 describes the scope and authority of local jurisdictions to prepare, adopt, and amend general plans. Communities prepare general plans to guide the long-term physical development of the jurisdiction and any land within the

jurisdiction's sphere of influence. At a minimum, the California Government Code requires general plans to address land use, circulation, housing, noise, conservation, open space, and safety issues.

Additionally, the California Government Code assigns equal importance to each general plan element and requires general plan elements to be internally and externally consistent, meaning that policies between elements should not conflict with one another, nor should subsequent plans or implementation programs, such as the zoning ordinance, capital improvement plan, or specific plans, conflict with general plan policies.

The housing portion of the general plan is expected to analyze existing and protected housing needs, examine special housing needs, evaluate the effectiveness of current goals and policies, identify constraints to providing affordable housing, identify land available in the jurisdiction to accommodate the jurisdiction's share of the regional housing need, and identify opportunities to incorporate energy and conservation measures into the housing stock. The housing element is the only portion of the general plan that has a statutory requirement to be reviewed and certified by a State agency and must be updated within a specified time period on a 4- or 8-year cycle. The State certified Eastvale's 2021-2029 Housing Element in June 2022.

California Health and Safety Code

In addition to the regulations set forth in the California Government Code, provisions related to housing and local policy are set forth in the California Health and Safety Code under Division 13, Housing, and Division 24, Community Development and Housing. Division 13 provides rules and regulations related to employee housing, manufactured housing, mobile home parks, elderly housing, access for physically handicapped persons, and building standards for new, existing, and historic structures to ensure the health, safety, and welfare of all California residents.

Regional

Southern California Association of Governments

SCAG is the responsible agency for developing and adopting regional housing, population, and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties. SCAG's demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet the needs of anticipated growth. On September 3, 2020, SCAG's Regional Council unanimously voted to approve and fully adopt Connect SoCal (2020-2045 Regional Transportation Plan/Sustainable Communities Strategy).

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern. It charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the State-wide housing need. In cooperation with HCD, local governments and councils of governments (COGs) are charged with making a determination of the existing and projected housing need as a share of the State-wide housing need of their city or region.

The Regional Housing Needs Assessment (RHNA) is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The 6th cycle Final RHNA Allocation Plan was adopted by the SCAG Regional Council on March 4, 2021 and updated on June 3, 2021 and covers the planning period from October 2021 to October 2029. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve access to jobs, promote transportation mobility, and address social equity and fair share housing needs. The State certified Eastvale's 2021-2029 Housing Element in June 2022, accommodating its RHNA allocation of 3,028 units for the 6th cycle.

Local

City of Eastvale Municipal Code

Eastvale Municipal Code Title 120, *Planning and Zoning*, contains the City's regulations governing the development and use of land. These regulations are based on and implement the goals and policies of the General Plan. The Zoning Code is intended to:

- Facilitate prompt review of development proposals and provide for public information, review, and comment on development proposals that may have a significant impact on the community.
- Create a comprehensive and consistent pattern of land uses to help ensure the provision of adequate water, sewerage, transportation, drainage, parks, open space, and public facilities.

- Create a complete multimodal transportation network that promotes pedestrian-oriented development, safe and effective traffic circulation, and adequate facilities for all transportation modes (e.g., walking, bicycling, driving, and using transit).
- Ensure compatibility between residential and nonresidential development and facilitate the development of mixed-use developments.

City of Eastvale 6th Cycle Housing Element

The Housing Element comprises one of the seven General Plan Elements mandated by the State of California (California Government Code Sections 65580 to 65589.8). California State Law requires that the Housing Element consist of "identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing." Eastvale's 6th Cycle 2021-2029 Housing Element was adopted by City Council on April 20, 2022. On June 21, 2022, HCD certified the adopted Housing Element, finding it in full compliance with State Housing Element Law.

The Housing Element is a guide for housing within Eastvale and provides an indication of the need for housing in the community in terms of affordability, availability, adequacy, and accessibility. The Element provides a strategy to address housing needs and identifies a series of quantified objectives to meet community needs.

The City's 6th Cycle Housing Element covers projected housing needs between the planning period from 2021 to 2029. Eastvale's share of the regional housing need for the 2021-2029RHNA period is allocated by SCAG based on factors such as recent growth trends, income distribution, and capacity for future growth. Eastvale must identify adequate land with appropriate zoning and development standards to accommodate its allocation of the regional housing need. According to the RHNA, Eastvale's share of regional housing needs is 3,028 units over the eight-year planning period. Of these units, 1,145 are required to be very low-income[1] and 672 are required to be low income. Housing Element goals and policies relevant to the project are listed below.

Housing Element

GOAL HE-1.1	**Adequate Housing**
Policy HE-1.1	Ensure there is a sufficient supply of land zoned to meet the housing needs identified in the Regional Housing Needs Assessment (RHNA).

[1] It is assumed that 50 percent of the very low-income is allocated to the extremely low-income category.

Policy HE-1.2	Maintain land use policies that allow residential growth consistent with the availability of adequate infrastructure and public services.
Policy HE-1.3	Facilitate the development of all levels of affordable housing by providing, when feasible, appropriate State and Federal financial and regulatory incentives.
Policy-HE-1.4	To the extent resources are available, assist in the provision of homeownership assistance for lower- and moderate-income households.
GOAL HE-2	**Housing Production Streamlining**
Policy HE-2.1	Consistently monitor and review the effectiveness of the Housing Element programs and other City activities in addressing housing needs.
Policy HE-2.2	Periodically review the City's regulations, ordinances, and development fees/exactions to ensure they do not unduly constrain the production, maintenance, and improvement of housing.
Policy HE-2.3	Provide streamlined processing of residential projects to minimize time and costs in order to encourage housing production.
Policy-HE-2.4	Ensure that all City regulations related to housing are up-to-date and consistent with State housing legislation.
GOAL HE-3	**Special Needs Groups. Address the housing needs of special population groups.**
Policy HE-3.1	Encourage housing developers to produce affordable units by providing development standard incentives for projects that include new affordable units available to special needs groups.
Policy HE-3.2	Ensure the availability of suitable sites for the development of affordable housing to meet the needs of all household income levels, including special needs populations.
Policy HE-3.3	Promote the development of special needs housing, such as housing for seniors; housing for persons with physical, developmental, or mental disabilities; and housing for extremely low-income persons.
Policy-HE-3.4	Support family housing that addresses resident needs for childcare, youth services, recreation opportunities, and access to transit.

Policy-HE-3.5	Participate regionally in addressing homelessness issues.
GOAL HE-6	**Energy Conservation. Conserve energy in the development of new housing and the rehabilitation of existing housing.**
Policy-HE-6.1	Encourage the use of energy conservation features in residential construction, rehabilitation, and remodeling.
GOAL HE-7	**Housing Quality and Design. Provide high quality, well-designed living environments for Eastvale residents.**
Policy-HE-7.1	Ensure housing quality and good design in all new housing development.
Policy-HE-7.2	Ensure adequate open space is available to current and future residents of all income levels.
Policy-HE-7.3	Proactively address future demand on infrastructure facilities to support existing and future housing needs.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to population and housing if it would:

1. Induce substantial unplanned 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).
2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

PROJECT IMPACTS AND MITIGATION

INDUCE SUBSTANTIAL UNPLANNED POPULATION GROWTH

Impact 3.9-1	**The project would not induce substantial unplanned population growth in an area, either directly or indirectly. Impacts would be less than significant.**

New development may result in population growth either directly (i.e., with construction of new residential units or businesses) or indirectly (i.e., through the extension or construction of new roadways or infrastructure improvements). Adoption of the Eastvale 2040 General Plan would

not directly result in new physical development or associated infrastructure or utility improvements and would therefore not directly induce population growth. However, the General Plan would facilitate future development, thereby contributing indirectly to future population growth in the City over upcoming decades as buildout is achieved.

Table 3.9-5, *Existing Conditions Versus Eastvale 2040 General Plan Buildout*, provides a summary of anticipated population growth above existing conditions in the City of Eastvale with buildout of Eastvale 2040 General Plan. As shown, buildout of the General Plan is anticipated to result in the addition of approximately 4,173 new residential dwelling units and up to an additional 6,999,959 square feet of non-residential uses over existing conditions. Such growth is based upon historical development patterns in the City and the reasonably assumed development intensities and densities identified in Table 2.0-2, *Eastvale 2040 General Plan Development Potential*, of this EIR. As a result of such growth, the City's population is expected to increase by approximately 16,358 persons, while the number of jobs located within the City is expected to increase by approximately 14,200.

Table 3.9-5: Existing Conditions Versus Eastvale 2040 General Plan Buildout

	Number of Dwelling Units	Non-Residential Square Feet	Population	Jobs
Existing Conditions	18,396	15,779,566	69,978[1]	7,400[3]
Eastvale 2040 General Plan	22,569	22,779,525	86,336	21,600[2]
Change	4,173	6,999,959	16,358	14,200
Percent Increase/ Decrease	+22%	+44%	+23%	+192%

Source:
[1] State of California, Department of Finance, E-5 City/County Population and Housing Estimates. January 1, 2023. https://dof.ca.gov/forecasting/demographics/estimates/e-5-population-and-housing-estimates-for-cities-counties-and-the-state-2020-2023/.
[2] State of California DOF 2022.
[3] SCAG 2020 Connect SoCal Demographics and Growth Forecast.

As shown, buildout of the Eastvale 2040 General Plan could increase the City's existing housing inventory by approximately 22 percent, and its population by an estimated 23 percent. Non-residential development could increase the City's employment base by up to 44 percent. Table 3.9-6, *SCAG Projections Versus Eastvale 2040 General Plan*, provides a comparison of anticipated growth occurring with buildout of Eastvale 2040 General Plan against future growth projections determined by SCAG.

Table 3.9-6: SCAG Projections Versus Eastvale 2040 General Plan

	Population			
	2016	**2045**	***Change***	***Percentage***
SCAG Connect SoCal RTP/SCS[1]	63,900	72,700	8,800	14%
	2022	**2040**	***Change***	***Percentage***
DoF Estimates + Eastvale 2040 General Plan Buildout Assumptions	69,978	86,336	16,358	23%

Source:

[1] SCAG (Southern California Association of Governments). 2020. 2020-2045 Regional Transportation Plan/Sustainable Community Strategy, Demographics & Growth Forecast. Technical Report. Adopted September 3, 2020.

The Eastvale 2040 General Plan anticipates that growth over the planning period will be higher than the 2016 projection provided by SCAG. According to SCAG projections, the population of Eastvale is expected to increase to an estimated 72,700 persons by the year 2045. Buildout of the Eastvale 2040 General Plan is anticipated to result in an estimated 86,336 persons by 2040, thereby exceeding SCAG projections by approximately 23 percent.

Although buildout of the Eastvale 2040 General Plan would exceed population growth in the City over the projections of the 2020 RTP/SCS, growth projections identified by SCAG rely upon the growth projections as identified in the General Plans prepared by counties and cities within the region. In this case, SCAG utilized the 2012 Eastvale General Plan, which forecasted the remaining undeveloped areas of the City being developed at lower densities. The Eastvale 2040 General Plan recognizes that much of the City is fully developed and concentrates future growth into four main policy areas (Downtown West Policy Area, Downtown East Policy Area, Chandler Policy Area, and Citrus Policy Area) at higher densities than originally considered. Therefore, future growth anticipated with buildout of the Eastvale 2040 General Plan would be considered in SCAG's updated projections for the City for the 2024 RTP/SCS and other future plans.

In 2016, SCAG estimated the number of jobs located within the City of Eastvale to be 7,400. By 2045, this number is expected to increase to 21,600. The jobs/housing ratio in Eastvale is approximately 0.4 (7,400 jobs/18,396 dwelling units = 0.4); this ratio would increase to an estimated 0.96 with future development as anticipated with Eastvale 2040 General Plan buildout (21,600 jobs/22,569 dwelling units = 0.96). It is assumed that existing residents within the area who currently commute outside of the City for jobs could potentially remain in the area to work due to the potential availability of approximately 14,200 new jobs, an approximate increase of 192 percent.

Therefore, the project would beneficially impact the City's jobs/housing balance by improving the jobs/housing ratio when compared to existing conditions. By increasing the number of jobs within the City, and providing development that includes both housing and employment, the City

would create a healthier jobs-to-housing balance and provide opportunities for residents to live and work within the city.

Eastvale 2040 General Plan is intended to provide a long-range guide for the type and extent of future development within the City. Buildout of the General Plan would be achieved over several decades and would not represent a substantial or immediate increase in demand for adequate provision of housing, infrastructure, services, and employment opportunities. The General Plan anticipates future growth within the City and identifies goals and policies to achieve and manage such growth. Such growth is therefore not unplanned, but rather, anticipated.

Goals and policies identified in the proposed Eastvale 2040 General Plan Land Use Element, Housing Element, and Open Space and Conservation Element are key in achieving and managing such future growth within the City and ensuring that such growth occurs in an anticipated manner, in line with the intended vision for the community. It is also not anticipated that implementation of Eastvale 2040 General Plan would require the construction of additional housing elsewhere to accommodate potential future employment growth within the City.

The Eastvale 2040 General Plan would also not impact the City's housing opportunity sites. The growth assumptions under the General Plan Update account for the potential development of housing to accommodate the City's RHNA requirements and recently adopted Housing Element. Impacts would be less than significant. For the reasons above, the project would not induce substantial unplanned population growth, either directly or indirectly. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Displace Substantial numbers of Existing People or Housing

Impact 3.9-2	**The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts would be less than significant.**

Displacement may occur when a household is paying more for housing than their income can support, their housing condition is unstable or unsafe, and when the household is overcrowded. Each of these conditions present barriers to stable housing for the occupants. The project identifies a land use plan and related planning policies to guide change, promote quality development, and implement the community's vision for the area. Future development within the project area could result in the elimination of existing buildings, including homes; however,

this potential already exists with the adopted General Plan as all properties are designated for some form of future development or conservation.

The project intends to allow for future development of a greater variety and density residential uses, in combination with non-residential and mixed-use development within Eastvale. As the project would not directly remove any existing housing or displace a substantial number of existing people or housing, there would be no need to construct replacement housing. As such, impacts would be less than significant.

In addition, the City adopted a “No Net Loss” Ordinance in October 2021 to allow for transfers of residential density between sites in the City. The ordinance creates a "unit bank" that will receive residential units that are lost due to a change to the land use designation or zoning of a property, or a change in residential development standards, that decrease the intensity of housing development that could be built on a site. Future residential development projects may submit an application for a density bonus from the units available in the unit bank. The City intends to ensure awareness of the No Net Loss Ordinance to future developers to promote such opportunities and minimize the potential loss of residential density which would decrease the number of new homes available.

Thus, project implementation would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.9-3	**The project would not have the potential to result in a significant cumulative impact related to population and housing. Impacts would be less than cumulatively considerable.**

With full buildout of Eastvale 2040 General Plan, the City would support an estimated 18,396 residential dwelling units, representing an increase of approximately 4,173 dwelling units, or a 22 percent increase. Buildout of the General Plan would result in an estimated population of approximately 86,336 persons and 22,779,525 square feet of non-residential space, an increase of approximately 23 percent and 44 percent, respectively.

As discussed in Impact 3.9-2, development under the proposed General Plan would not displace housing within the City. Because the City has no control over development in other areas in the region, it would not contribute to the displacement of housing on other sites within the region.

While the forecasted growth under Eastvale 2040 General Plan exceeds SCAG's current projection, this is because the intent of the Eastvale 2040 General Plan is to rely on denser, infill development for projected growth.

The projected change in jobs/housing balance is intended to encourage the creation of jobs for more of the city's residents who currently commute elsewhere for employment. Development under the Eastvale 2040 General Plan would be balanced to include employment opportunities as well as residential options for residents at various income levels. By providing both housing and employment and maintaining a jobs housing balance better than current conditions, the proposed project would not combine with other projects in the region to directly or indirectly to result in a cumulatively considerable contribution to induced growth in the region. The project's impact would be **less than cumulatively considerable** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

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Section 3.10
Public Services and Recreation

This section discusses the proposed project relative to public services including fire protection, law enforcement, schools, parks, and other public facilities.

ENVIRONMENTAL SETTING

Fire Protection and Emergency Services

In cooperation with the California Department of Forestry and Fire Protection (CAL FIRE), the Riverside County Fire Department (RCFD) provides fire and emergency services to residents of unincorporated areas of Riverside County and to 20 partner cities, including Eastvale. It also responds to eight additional cities through mutual and automatic aid agreements. Eastvale has been contracting for fire protection service with RCFD since 2011.

The RCFD Battalion 14 consists of six fire stations within the cities of Jurupa Valley and Eastvale. Two of these stations, Stations 27 and 31, are located within the City of Eastvale. Station 27 is located at 7067 Hamner Avenue in Eastvale. Station 31 is located at 14491 Chandler Street. Together, these two stations staff 21 total positions. The City's target response time is 5 minutes, and as of April 2023, the average response time was 4.9 minutes.[1]

RCFD consists of four operational support divisions, including: Conservation Camps, Emergency Command Center, Hemet Ryan Air Attack Base, and Pre-Fire Management. Additionally, the City of Eastvale is signatory to the California Mutual Aid Fire Protection System. This agreement was established to aid with major emergency incidents anywhere in the State. The City maintains mutual-aid agreements with several agencies. When major incidents occur, the City must deploy all of its resources and depend on mutual-aid agreements with neighboring jurisdictions. This includes all other fire departments in Riverside County. Mutual-aid agreements help ensure adequate response times in the outlying areas. The City also has a contract with the State Office of Emergency Services.

Law Enforcement

Eastvale contracts with the Riverside County Sheriff's Department (RCSD) for police protection services. The RCSD has a staff of more than 3,600 employees and maintains 12 patrol stations, manages 5 correctional facilities, conducts Coroner-Public Administrator duties, and provides court services. The sworn officers assigned to Eastvale operate out of the Jurupa Valley Station which is located at 7477 Mission Boulevard. The Jurupa Valley Station is commanded by a Captain

[1] Email Correspondence: William Otterman, Division Chief, Riverside County Fire Department, May 3, 2023.

and consists of a patrol function and an investigative function providing contract police services for the cities of Norco, Eastvale, and Jurupa Valley, as well as the unincorporated areas of 4 cities, including Eastvale.[2] When additional officers/resources are needed for a critical incident, the City has a mutual aid agreement with Norco Substation for the provision of law enforcement services. Operation of the RCSD is funded by the City of Eastvale's General Fund as well as from collection of City Development Impact Fees.

Patrol operations for Eastvale began with incorporation in 2010 with 21 sworn deputies from the Jurupa Valley Station. Eastvale has contracted with RCSD for law enforcement services under a written contract that sets forth the number of personnel and the number of patrol hours per day. RCSD currently provides 96 patrol hours of service per day, including 8 patrol deputy/day (3 day shift, 3 swing shift, and 2 graveyard deputies). In total, there are approximately 30 deputies that serve the City, including community service officers, detectives, sergeants, and lieutenants. The City also has non-sworn officers, including 2 traffic unit officers, 2 patrol division officers, and others. The community service officers are non-sworn and respond to lower priority calls such as traffic collisions, car/property theft, and other such events, allowing sworn deputies to respond to higher priority calls.[3]

The Jurupa Valley Station's Crime Analysis Unit handles a wide variety of analytical and technical tasks for Eastvale. These assignments include the collection of crime data and analysis of crime trends, with the ultimate goal of crime prevention through the piecing together of information about crimes, suspects, and victims. Crime analysis information is also shared with surrounding law enforcement agencies, the Joint Terrorism Task Force, special enforcement teams, and the Riverside County District Attorney's Office for use in major operations.

Current law enforcement response time in Eastvale is approximately 5 minutes for Priority 1 calls (an immediate threat to life or property). The RCSD's goal for Priority 1 calls is 7 minutes.[4] The RCSD has not identified goals for Priority 2 or 3 calls. Response time for Priority 4 calls is 60 minutes; response time in early 2023 was approximately 60 minutes. Although the RCSD is meeting its 60-minute Priority 4 goal, there is an opportunity to improve this response time by adding non-sworn officers to assist with these lower priority calls to allow sworn officers to respond to the higher priority calls.

Schools

Eastvale is served by Corona-Norco Unified School District (CNUSD) which is the largest school district in Riverside County and the ninth largest school district in California. The CNUSD had a

[2] Telephone Communication: Lieutenant Ernie Esquibel, Riverside County Sheriff's Department, April 24, 2023.
[3] Ibid.
[4] Ibid.

2021-2022 enrollment of 50,889 students. The enrollment for CNUSD schools serving Eastvale is shown in Table 3.10-1, *2021-2022 Enrollment for Eastvale Schools*.

Table 3.10-1: 2021-2022 Enrollment for Eastvale Schools

School	Address	Enrollment
Clara Barton Elementary School	7437 Corona Valley Avenue	1,062
Eastvale Elementary School	13031 Orange Street	1,141
Harada Elementary School	12884 Oakdale Street	1,268
Ronald Reagan Elementary School	8300 Fieldmaster Street	1,107
Rosa Parks Elementary School	13830 Whispering Hills Drive	992
VanderMolen Elementary School[1]	6744 Carnelian, Jurupa Valley	844
Dr. Augustine Ramirez Intermediate School	6905 Harrison Avenue	1,166
River Heights Intermediate School	7227 Scholar Way	1,148
Eleanor Roosevelt High School	7447 Scholar Way	4,580
Rondo Elementary School	14977 Walters Street	1,102
	Total	**13,308**

Source: EdData District Summary, Corona-Norco Unified, http://www.ed-data.org/district/Riverside/Corona--Norco-Unified, Accessed June 21, 2023.
[1] This school is not within Eastvale; however, many Eastvale children who reside east of Hamner Avenue attend VanderMolen Elementary School.

Parks and Recreation

Eastvale is home to numerous public parks, which are owned and operated by the Jurupa Community Services District (JCSD) and the Jurupa Area Recreation and Park District (JARPD), two independent agencies. JCSD owns and maintains public parks in the portion of Eastvale west of Hamner Avenue and JARPD provides public parks in the portion of Eastvale east of Hamner Avenue and in the neighboring City of Jurupa Valley.

The City of Eastvale currently includes a total of 18 parks and recreation areas, including Riverwalk Park, a 13-acre park adjacent to the Santa Ana River. Collectively, Eastvale's parks provide residents with roughly 250 acres of open space.

Under the Quimby Act (California Government Code Section 66477), cities and counties are authorized to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated through Quimby Act ordinances cannot be used for the operation and maintenance of park facilities. A 1982 amendment (Government Code Section 66000) requires agencies to clearly show a reasonable relationship between the public need for the recreation facility or park land and the type of

development project upon which the fee is imposed. The calculation of a City's park space to population ratio is based on a comparison of the population count of the last Federal census to the amount of City-owned parkland. As the Quimby Act only applies to residential subdivisions, a separate fee program will be needed to ensure that multi-family developments are also participating in the provision of parks.

Under the Quimby Act, the dedication of land, or payment of fees, or both, cannot exceed the proportionate amount necessary to provide three acres of park area per 1,000 persons residing within the subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the calculated amount may be adopted as a higher standard not to exceed 5 acres per 1,000 persons residing within a subdivision.

The City of Eastvale's 250 acres of parkland provides for a parks-to-population ratio of approximately 3.5 acres per 1,000 population.

Eastvale Community Center

Built in 2013, the Eastvale Community Center is a 34,000 square-foot facility for celebrations, business meetings, and other events. Areas that are available for rental include five meeting rooms, a kitchen, and the gymnasium and stage area for larger events such as award ceremonies or recitals/performances. It is operated by the JCSD. The Eastvale Community Center is located at 13820 Schleisman Road.

Harada Park Neighborhood Center

The 5,040-square-foot Harada Park Neighborhood Center currently offers Tiny Tots classes, a Teen Room, and meeting rooms. It opened in 2012 and is operated by the JCSD. It is located at 13099 65th Street at Harada Heritage Park.

JARPD Parks

The following parks are maintained by JARPD:

- Cambria Park: 5471 Harmony Drive
- Delaware Greenbelt: 6986 Delaware River Drive
- Harmony Park: 5641 Treasure Drive
- Moon River Park: 6859 Moonriver Street

JCSD Parks

The following parks are maintained by JCSD:

- American Heroes Park: 6608 Hellman Avenue

- Cedar Creek Park: 6709 Cedar Creek Road
- Dairyland Park: 14520 San Remo
- Deer Creek Park: 6785 Iron Horse Lane
- Eastvale Community Park: 12750 Citrus Street
- Half-Moon Park: 14383 Cherry Creek
- Harada Heritage Park: 13099 65th Street
- James C. Huber Park: 6411 Rolling Meadows
- McCune Family Park: 7450 Eastvale Parkway
- Mountainview Park: 14444 Selby Avenue
- Orchard Park: 5900 Festival Way
- Providence Ranch Park: 7250 Cobble Creek
- Riverwalk Park: 7674 Soaring Bird Court
- Symphony Park: 13387 Largo Drive

Trails

At present, there is one dedicated trails/multi-use path in the City, located in the southern portion of the City near the Santa Ana River. In the future, this trail will connect with the larger Santa Ana River Trail (SART) which is envisioned to be a "crest-to-coast" trail running the length of the Santa Ana River with connection to other trails leading away from the river, and various parks, recreation, and open space areas near the river. Additionally, the Santa Ana River forms the southern boundary of Eastvale and is an important local and regional open space resource. The river, which begins at the Seven Oaks Dam, flows past Eastvale on the way to the Pacific Ocean. A trail is planned along the length of the Santa Ana River, as described by the Santa Ana Watershed Project Authority (SAWPA). Other trails exist within the City's established residential neighborhoods, with future opportunities for additional trails along utility corridors, drainage channels along the Santa Ana River, and major roadways.

Libraries

As of 2023, one public library is located in the City of Eastvale. The 6,200-square-foot Eastvale Public Library, which opened in 2007, is part of the Riverside County Library system and is located on the campus of Eleanor Roosevelt High School at 7447 Scholar Way in Eastvale. The County of Riverside has contracted with Library Systems & Services, LLC (LSSI) since 1997 to operate its library system. Eastvale residents have access to the County public library system, which includes 35 branch libraries, through its inter-library loan program, thereby greatly expanding resident access to resources. At a local level, the Eastvale Public Library offers a range of services and programs such as cultural enrichment programs, tutoring, literacy, story time, and teen-focused

volunteer opportunities. Ongoing operation of the Eastvale Public Library is funded by County Library property tax revenue.[5]

There is no State mandate for maintaining a service standard providing a certain number of volumes per population. However, the Riverside County Library system is expected to prepare a strategic plan to identify targets for volume/population and other goals for the library system. The Draft Plan is expected to be available in Fall 2023. [6]

The City of Eastvale has a population of 71,375 and has 0.087 square feet of library space per capita. As of early 2023, the library held an estimated 21,310 volumes. Therefore, the City's volume/population ratio in early 2023 was an estimated 0.298 volumes per person. [7]

REGULATORY FRAMEWORK

State

Quimby Act

Since the passage of the 1975 Quimby Act (California Government Code Section 66477), cities and counties have been authorized to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. Revenues generated by the Quimby Act cannot be used for the operation and maintenance of park facilities. The goal of the Quimby Act was to require developers to help mitigate the impacts of property improvements. The act gives authority for passage of land dedication ordinances only to cities and counties. On May 25, 2022, the City Council adopted an ordinance to designate the City of Eastvale as the public agency eligible to receive land dedications and fees, revoking the JCSD's previous designation.

Senate Bill 50

Senate Bill (SB) 50 created various methods of generating revenue to pay for school construction and remodeling. These methods consist of State school bond funds, local school bonds, and developer fees. There are three levels of developer fees. Level I fees are set by law but can be adjusted for inflation. Level II fees require that developers pay for the entire local share of construction costs, which is 50 percent of total construction costs and may be imposed by a school district on a yearly basis, but only if certain conditions are met. Level III fees require

[5] Telephone Communication: Khylia Chapin, Principal Library System Manager, Riverside County Library System, April 24, 2023.
[6] Ibid
[7] Ibid

developers to pay for 100 percent of construction costs and are imposed if the State is no longer allocating bond funds.

California Building Code

The California Building Code (CBC) provides minimum standards for building design (CBC; Code of Regulations, Title 24, Part 2). The CBC is based upon the International Building Code, modified to reflect unique conditions for the State. The code is adopted at a local level, typically with further revisions to again reflect the specific conditions of a community and is used by jurisdictions as a base against which to check development plans for building safety purposes. Fire safety requirements of the CBC include incorporation of interior sprinkler systems, fire resistant building materials and construction, and brush management techniques to reduce the risk or spread of wildfire in areas prone to such events.

California Fire Code

California Code of Regulations, Title 24, Part 9, is the California Fire Code, is based upon the International Fire Code, amended for California. The California Fire Code identifies standards for fire safety reflected in the California Code of Regulations, Title 24. Updates to the Fire Code occur every three years to ensure current issues of concern are addressed. The last update to the code occurred in 2022.

California Health and Safety Code

Fire regulations for building standards are provided in Section 13000 et seq. of the California Health and Safety Code. The code provides measures for building standards, fire protection, notification systems, fire protection devices (i.e., extinguishers and smoke alarms), fire suppression training, and other related conditions.

California Strategic Fire Plan

The California Strategic Fire Plan reflects CAL FIRE's focus on (1) fire suppression and prevention for the protection of lives, property, and ecosystems, and (2) management of natural resources to protect and maintain the State's forests as a resilient carbon sink to address State climate change goals and protect habitat for mitigation and adaptation purposes. The plan represents a collaboration and partnership between local, State, Federal, tribal, and private parties. The plan is aimed at achieving fire resiliency in the natural environment; a built environment that is more fire resistant; and increased awareness and responsive to the benefits and threats of wildland fire. The current plan was adopted in 2018.

As part of the California Fire Plan, Unit Strategic Fire Plans are prepared specific to various counties within the State. The CALFIRE/Riverside County Fire Unit Strategic Fire Plan represents a collaboration between Federal, State, City, and Riverside County agencies and identifies and prioritizes pre-fire and post-management strategies and tactics meant to reduce the loss of values at risk. The plan is intended for use as a planning and assessment tool and provides measures for preparedness and firefighting capabilities, identifies areas at greatest risk, and recommends measures to respond to ongoing changes in the environment as influenced or worsened by climate change. The plan was last updated in May 2022.

Mitigation Fee Act

The California Mitigation Fee Act, Government Code Sections 66000, et seq., allows cities to impose fees on new development projects for the purpose of mitigating potential impacts that such development may have on the agency's ability to provide public facilities. In complying with the Act, a City must: 1) Make determinations regarding the purpose and use of a fee and establish a nexus or connection between a development project or class of project and the public improvement being financed by the fee; 2) Segregate fee revenue from the General Fund; 3) For fees that have been in the possession of the City for five or more years and for which the funds have not been spent or committed to a project, the City must make findings each fiscal year describing the need for the money; and 4) Refund fees with interest for developer deposits for which the findings noted above cannot be made.

Local

Development Impact Fee Program

The City's development impact fee program, imposed by Chapter 110.28 of the City's Municipal Code pursuant to the Mitigation Fee Act and California Government Code Section 66000 et seq., requires proponents of new development to pay development impact fees. Such fees are intended to ensure that the City is able to maintain adequate services over the long-term and that service ratios and response times are not adversely affected as buildout of the General Plan occurs.

City of Eastvale Local Hazard Mitigation Plan

The City of Eastvale is currently conducting a 5-year update to its Local Hazard Mitigation Plan (LHMP), which was previously adopted in 2018. The intent of the plan is to help identify, reduce, or remove long-term risk and protect people and property from the effects of events like earthquake, fire, flood, terrorism, etc. Under the Disaster Mitigation Act of 2000 (Public Law 106-

390), State, local, and Tribal governments are required to develop a hazard mitigation plan to be eligible for certain Federal disaster assistance.

City of Eastvale Emergency Operations Plan

The City of Eastvale Emergency Operations Plan (EOP) was adopted in April 2018. The purpose of the EOP is to establish a comprehensive, all-hazards approach to natural, man-made and technological disasters. The plan provides an overview of operational concepts; identifies the components of the City's emergency management division; and describes overall responsibilities of Federal, State and local agencies. The plan establishes a system for coordinating the preparedness, response, recovery and mitigation phases of emergency management in Eastvale. It is intended to be an overview of emergency management and not a detailed operational document.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to public services and recreation if it would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or 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 following public services:

1. Fire protection
2. Police protection
3. Schools
4. Parks
5. Other public facilities

Additionally, the Eastvale 2040 General Plan would result in significant impacts related to parks and recreation if it would:

6. 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.

7. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

PROJECT IMPACTS AND MITIGATION

FIRE PROTECTION

Impact 3.10-1	**The project would not result in substantial adverse physical impacts to fire protection services due to the provision of new or physically altered governmental facilities. Impacts would be less than significant.**

As stated, in cooperation with CALFIRE, the RCFD provides fire protection and safety services to the City of Eastvale. The RCFD operates two fire stations in Eastvale: Station #27 located at 7067 Hamner Avenue, and Station #31 located at 14491 Chandler Street. The City is planning a third fire station at the northwest corner of Scholar Way and 58th Street as part of Phase III of the Leal Master Plan.

Future buildout of the Eastvale 2040 General Plan would increase the City's population by 16,358 residents over the next 20 years. In addition, the Eastvale 2040 General Plan would allow for the development of 6,999,959 square feet of non-residential uses over the next 20 years. As a result, buildout of the project may create increased demand for RCFD facilities, staffing, and/or equipment to ensure the adequate provision of services to the City's existing and future population. As buildout occurs, the expansion of existing facilities or construction of expansion of new facilities may be required to address such demands. The City is planning a third fire station at the northwest corner of Scholar Way and 58th Street as part of Phase III of the Leal Master Plan. However, requirements to meet future service demands at full buildout are unknown at this time.

As future buildout of the General Plan would occur over several decades, the potential increase in demand for fire protection services would be incremental with new development and population growth. The RCFD would routinely evaluate its fire protection facilities, staff, and equipment needs to ensure that such growth can be adequately accommodated over time, in addition to existing demands. Potential increases in demand would further be addressed through payment of Development Impact Fees for new development, as well as property taxes and other funding sources, would further ensure that appropriate resources are available and to offset potential effects on the continued availability of fire protection services.

Future development occurring with buildout of the Eastvale 2040 General Plan would be subject to compliance with the California Fire Code. Standards within the California Fire Code include providing minimum fire department access, fire flow requirements, and building construction

standards. Fire flow requirements are based upon building size and building construction type, thus reducing potential impacts. The latest fire regulations also require all buildings to be equipped with a fire sprinkler system, including residential uses. In addition, RCFD would review plans for new development when proposed to ensure conformance with State and local design requirements for emergency access, adequate fire flow capacity, and brush management, as well as for connections to water mains and hydrants, to ensure that fire protection services and public safety are properly maintained.

The Safety Element of the Eastvale 2040 General Plan includes policies related to fire protection and emergency services. The City intends to work with the RCFD to ensure the continued safety and protection of Eastvale and its community members (Policy S-1.3). The City also identifies the need to provide appropriate first response to emergencies and ensure that sufficient resources are available to provide adequate protection as the community grows (Policy S-1.4).

Additionally, the City encourages the promotion of community emergency preparedness by distributing flyers for Community Emergency Response Team trainings provided by the RCFD (Policy S-1.10). The Safety Element also identifies policies relative to wildfire risk. All proposed development within the City is required to meet minimum standards for fire safety as defined in the City's Building or Fire codes, based on building type, design, occupancy, and use (Policy S-4.1) and is required to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildfires (Policy S-4.7).

To ensure adequate evacuation routes are maintained, the City requires development occurring within FHSZs to include secondary public access, unless determined otherwise by the Fire Chief (Policy S-4.2) and to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds California Fire Safe Regulations standards (Policy S-4.6). The City also aims to coordinate with the JCSD to perform maintenance including fuel management techniques by eliminating dead vegetation and planting fire-resistant vegetation to prevent or remove the fuel that causes the spread of wildfires (Policy S-4.3).

Further, the City aims to maintain inter-jurisdictional cooperation and coordination, including automatic aid agreements with fire protection/suppression agencies in Riverside County (Policy S-4.9). Adherence to such policies will help to guide the provision of fire protection services for future growth occurring with buildout of the Eastvale 2040 General Plan and to reduce potential demands on RCFD and CALFIRE.

As a result, implementation of the Eastvale 2040 General Plan would not result in substantial adverse physical impacts to fire protection services due to the provision of new or physically altered governmental facilities. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

LAW ENFORCEMENT

Impact 3.10-2	**The project would not result in substantial adverse physical impacts to police protection services due to the provision of new or physically altered governmental facilities. Impacts would be less than significant.**

Buildout of the Eastvale 2040 General Plan would result in future residential and non-residential development and population growth that would place increased demands on sheriff protection services. Such demands may result in the need for the expansion of existing facilities or construction of new facilities, as well as increased staffing or new equipment. However, such future needs are unforeseen at this time, as buildout of the Eastvale 2040 General Plan would occur over time and conditions may change.

As stated above, RCSD's response time in Eastvale is approximately 5 minutes for Priority 1 calls (an immediate threat to life or property). As the RCSD's adopted goal for Priority 1 call is 7 minutes, the RCSD is exceeding its established goal. The RCSD has not identified goals for Priority 2 or 3 calls. The goal for response time to Priority 4 calls is 60 minutes; response time in early 2023 was approximately 60 minutes. Although the RCSD is meeting its 60-minute Priority 4 goal, there is an opportunity to improve this response time by adding non-sworn officers to assist with these lower priority calls to allow sworn officers to respond to the higher priority calls.

To decrease response times, RCSD anticipates adding 1 sworn officer position and 2 non-sworn community service officers. As noted, Community Service Officers are non-sworn and respond to lower risk calls such as for traffic collisions and car or property thefts. Their services allow sworn-in deputies to respond to higher priority calls, thus ensuring that law protection services are provided in an efficient manner that meets demands.

The RCSD does not plan to expand existing substations serving the City of Eastvale. However, the City's future Eastvale Civic Center would provide space to accommodate a new approximately 20,000 square foot substation to support RCSD operations. Such facilities and staff would therefore be available to provide sheriff protection services to future development and population generated with buildout of Eastvale 2040 General Plan. In addition, as part of the City's Development Impact Fee program, the City would collect fees from new development to mitigate any impact the development projects have on providers' ability to provide a public service, including sheriff protection services. Payment of these fees would assist in the funding and construction of new sheriff facilities and would minimize the project's operational impacts to sheriff protection services to the greatest extent practicable.

The Safety Element of the Eastvale 2040 General Plan includes goals and policies related to crime risk and prevention. Policy S-1.4 identifies the City's intent to ensure the safety and protection of Eastvale and its community members by providing appropriate first response to emergencies and ensuring that sufficient resources are available to provide adequate protection as the community grows. Further, Policy S-1.5 indicates that the City will seek to maintain and enhance communications between community residents and the police through regular meetings and a visible community policing program. Policy S-1.6 also encourages the design of neighborhoods and buildings in a manner that discourages crime and promotes security and safety for people and property. Lastly, new developments are encouraged to use Crime Prevention Through Environmental Design (CPTED) principles in the design of private development projects and public facilities through natural surveillance, territorial reinforcement, natural access control, and target hardening (Policy S-1.7).

Potential effects on sheriff protection services would be reduced through implementation of such goals and policies to minimize risks related to criminal activities and heighten awareness for public safety. Additionally, the RCSD coordinates with the City in its site plan review process for new development proposals. Assigned RCSD staff review development plans to ensure that public safety, emergency access, proper ingress/egress, and both onsite and offsite circulation are provided through conformance with local design regulations. Such reviews ensure public safety is maintained and help to reduce potential conflicts or constraints in the RCSD's ability to provide sheriff protection services.

Additionally, project implementation could result in adverse physical impacts associated with the provision of a new or physically altered sheriff protection facilities. The actual need for a new sheriff station or alteration to an existing station would be verified and dependent upon RCSD's service response times and capacities at the time the entitlement application is submitted to the County. Future construction and operation of a new sheriff station would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur. Adherence to Policies S-1.4 through S-1.7 would reduce impacts to a **less than significant** level.

Mitigation Measures: None required.

Level of Significance: Less than significant.

SCHOOLS

Impact 3.10-3	**The project would not result in substantial adverse physical impacts to schools due to the provision of new or physically altered governmental facilities. Impacts would be less than significant.**

A total of seven elementary schools, two intermediate schools, and one high school presently serve the City of Eastvale. School districts typically use student generation factors to determine the potential number of students that would be generated by the amount of residential development to accurately anticipate the needs for new/expanded facilities. Implementation of the Eastvale 2040 General Plan could result in the development of up to 4,173 dwelling units over existing conditions. Such growth is anticipated to add an estimated 16,358 persons to the City's existing population, some of which would be school-aged children.

As buildout of the Eastvale 2040 General Plan occurs through 2040, is it unclear where and when new development would occur and what schools within the district may be affected. Depending on the school affected and conditions at the time when development occurs, additional facility improvements or staffing may be needed. As under current conditions, the CNUSD would continue to monitor and evaluate the potential need for improvements or staffing to adequately accommodate any future growth in student population and attendance and identify anticipated needs. As the growth anticipated with the Eastvale 2040 General Plan would occur incrementally through 2040, any increase in the demand for school services would occur over time and would not be substantial given the school district would accommodate any growth in student population by providing additional school facilities.

Pursuant to Senate Bill 50, new development is required to make payment of fees to affected school districts. The payment of such fees is considered to fully mitigate potential impacts that may result with project implementation, including impacts related to the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental effects. New development occurring with buildout of the Eastvale 2040 General Plan would be subject to payment of such fees to ensure that school facilities remain adequate to serve existing and future student populations through new construction or expansion of existing facilities in order to maintain acceptable service ratios or other performance objectives. The payment of such fees would ensure that potential impacts to school services remain less than significant.

Payment of SB 50 impact fees required of future development are intended to offset those school district project costs and are considered full mitigation by State statute. Impacts on school facilities would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

PARKS AND RECREATION

Impact 3.10-4	**The project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be less than significant.**

The JARPD and JCSD currently operate a total of 18 parks and recreation areas within the City, including Riverwalk Park, a 13-acre park adjacent to the Santa Ana River. Collectively, these parks provide residents with approximately 250 acres of open space.

As stated above, under the Quimby Act, the dedication of land, or payment of fees, or both, cannot exceed the proportionate amount necessary to provide 3 acres of park area per 1,000 persons residing within the subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the calculated amount may be adopted as a higher standard not to exceed 5 acres per 1,000 persons residing within a subdivision. The Eastvale 2040 General Plan establishes a parkland standard of 5 acres of land for parks per 1,000 residents with proposed Policy CO-2.4. Land dedication and/or payment of in-lieu fees shall be required consistent with State law.

The City of Eastvale's existing 250 acres of parkland provides for a parks-to-population ratio of approximately 3.5 acres per 1,000 residents. As such, the City does not currently meet proposed Policy CO 2.4 standard of 5 acres per 1,000 residents. Further, as buildout of the Eastvale 2040 General Plan is anticipated to add an estimated 16,358 persons to the City's existing population of 69,978 by 2040, increased demand for parks and recreational facilities would occur.

The Eastvale 2040 General Plan proposes an additional 1,547 acres of open space land use place types (Water, Open Space – Recreational, and Riverfront Policy Area); refer to Table 2.0-2, *Eastvale 2040 General Plan Development Potential*. Depending on their function, the open space place types may be used for passive or active recreation. For example, the Open Space – Recreation designation is intended to provide for and preserve publicly owned land for passive and active recreational uses including parks, trails, and athletic fields. In addition to the neighborhood parks in Eastvale, it has also been applied to the electric utility easement on the north end of the City where trails and landscaping are allowed with the approval of the utility company. This designation may also be applied to private outdoor recreation facilities. The Riverfront Policy Area aims to activate the entire interface of the Santa River with various recreational uses to take full advantage of this unique natural asset. This category has been applied to the Santa Ana River watershed, associated habitat areas, and parcels prone to flooding

and owned by the Flood Control District. Potential uses within the Riverfront Policy Area include athletic fields, trails, and other types of recreation uses subject to the approval of the Flood Control District.

To further ensure that adequate parks and recreational resources are provided, the Eastvale 2040 General Plan Conservation and Open Space Element identifies policies aimed at enhancing and maintaining parks and recreational resources within the City. The City aims to ensure that park resources provide for the needs of all people regardless of their socioeconomic status, ethnicity, physical capabilities, or age (Policy CO-2.1) and requires that new development provide and fund both active and passive parks and recreational sites to serve a project (Policy CO-2.3). Further, the City identifies the need to enhance its trail system to provide connectivity so that all trails are linked as feasible to encourage greater use (Policy CO-3.1) and to promote rewilding efforts of portions of the Santa Ana River (Policy CO-4.1).

As mentioned previously, the City Council adopted an ordinance to designate the City of Eastvale as the public agency eligible to receive land dedications and fees, revoking the JCSD's previous designation. Future residential development within the City would also be subject to Eastvale Municipal Code Section 130.20.020, *Park and Recreation Fees and Dedications*, which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map. Such dedications are required prior to issuance of a certificate occupancy in order to offset potential impacts on park and recreational facilities caused by new development and population growth.

For the reasons above, project implementation would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

LIBRARIES

Impact 3.10-5	**The project would not result in substantial adverse physical impacts to libraries due to the provision of new or physically altered libraries. Impacts would be less than significant.**

Library services within the City are provided by the approximately 6,200 square-foot Eastvale Public Library, located at 7447 Scholar Way. No additions are planned for this facility. The City intends to replace the Eastvale Public Library with a new facility of approximately 20,000 square feet in size as part of the City's planned Civic Center. As indicated previously, Eastvale residents

have access to the County public library system, which includes 35 branch libraries, through its inter-library loan program, thereby greatly expanding resident access to resources.

The City of Eastvale has not adopted standards for the provision of adequate library space for its residents (i.e., gross square feet of library space per person), and there is no State mandate for maintaining a service standard of providing a certain number of volumes per population. However, the Riverside County Library system is expected to prepare and implement a strategic plan to identify targets for volume/population and other goals for the library system to ensure that the library system remains adequate to serve both existing and future populations. The Draft Plan is expected to be available in Fall 2023.

The City of Eastvale has a population of 69,978 and has 0.089 square feet of library space per capita. As of early 2023, the Eastvale Public Library held an estimated 21,310 volumes, representing a volume/population ratio of 0.305. It is anticipated that library facilities would be adequate to serve the City future population at General Plan buildout with consideration for existing facilities, access to other libraries within the County's public library system, and construction of a new 20,000 square foot library at the Civic Center. With an estimated population of 86,336 persons in the year 2040, a 20,000 square foot library would provide for 0.232 square feet of library space per capita.

Ongoing operation of the Eastvale Public Library is funded by County Library property tax revenue. Thus, as incremental development occurs through 2040, property taxes would be collected to offset impacts to library services. Thus, the project would not result in substantial adverse physical impacts to other public facilities due to the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.10-6	**The project would not result in a cumulatively considerable impact to public services and recreation. Impacts would be less than cumulatively considerable.**

Fire Protection

The geographic scope for cumulative impacts to fire protection services includes the RCFD service area. Fire protection services provided by the RCFD would experience increased demand over time with buildout of the Eastvale 2040 General Plan and cumulative development within RCFD's

service areas. However, future development within the region would be required to comply with applicable State and local codes, ordinances, and regulatory requirements, including the current edition of the CBC pertaining to building construction and fire prevention measures. Future development within the City, as well as the region, would also be required to comply with measures to reduce the potential for wildfire hazards and risk and to implement best practices to reduce the demand for related fire protection services. Further, individual development projects would be reviewed by the RCFD and the City to identify specific design requirements applicable to individual properties to ensure compliance and reduce the potential demand for emergency services. Thus, buildout of the Eastvale 2040 General Plan, in combination with other anticipated development in the area, would not result in a cumulatively significant impact on the RCFD. Impacts would be **less than cumulatively considerable**.

Law Enforcement

The geographic scope for cumulative impacts to sheriff protection services includes the service area for the RCSD. Depending on the future development's location and opening year, future cumulative development could impact sheriff protection services response times to the project area. Like the proposed project, cumulative development occurring within the RCSD service area would be required to pay development impact fees to offset impacts to sheriff protection services to the greatest extent practicable. The RCSD would continue to coordinate with participating cities in its site plan review process for new development proposals to ensure that public safety, emergency access, proper ingress/egress, and both onsite and offsite circulation are provided through conformance with local design regulations. Such reviews ensure public safety is maintained and help to reduce potential conflicts or constraints in the RCSD's ability to provide sheriff protection services. As a result, project impacts relative to law enforcement services would therefore be **less than cumulatively considerable**.

Schools

The geographic scope for cumulative impacts to schools includes the service areas the CNUSD. Implementation of the Eastvale 2040 General Plan would allow for future development that would add new residents to the City, including school-aged children who would require school services. Future development occurring under the General Plan, similar to other new development on a cumulative level, would be required to make payment of SB 50 school impact fees to ensure that the need for increased staffing or new or expanded facilities is addressed and that adequate school services are maintained over the long term. Impacts related to school facilities would therefore be **less than cumulatively considerable**.

Parks and Recreation

The geographic scope for cumulative impacts to parks and recreation includes the City of Eastvale. As discussed, it is anticipated that the City would implement goals and policies identified in the General Plan Conservation and Open Space Element which identify the potential to create a great park on Riverside County Flood Control and Water Conservation District land and completing the portion of the Santa Ana River Trail to activate the riverfront and provide a regional recreational amenity. Additionally, new development would be subject to payment of fees pursuant to Section 130.20.020, Park *and Recreation Fees and Dedications*, of the Eastvale Municipal Code, which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval. Such fees would offset potential future impacts on park and recreational facilities caused by new development and population growth. Impacts related to parks and recreation would be **less than cumulatively considerable**.

Libraries

The geographic scope for cumulative impacts to library services includes the service area for the Riverside County Library System. Implementation of the Eastvale 2040 General Plan would increase demand for library services. The project, in combination with other proposed, approved, and reasonably foreseeable development in the Riverside County Library System service area, would therefore contribute to a cumulative increase in the demand for such services within the City. However, such demands are not considered to be substantial and growth would occur incrementally over time. The requirement for new development to pay property taxes to offset impacts to library services would ensure future demands are met. Therefore, the project's contribution to impacts on library services would be **less than cumulatively considerable**.

Mitigation Measures: None required.

Level of Significance: Less than cumulatively considerable.

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Section 3.11
Transportation

This section describes regulations related to transportation and circulation and the existing transportation systems in the project area, identifies significance criteria for impacts on transportation and circulation, and evaluates potential impacts associated with the proposed project. Discussion in this section is based on the *2019 Local Profiles Report for the City of Eastvale*, conducted by the Southern California Association of Governments (SCAG 2019); and project *Transportation Analysis - Eastvale General Plan Update* (Michael Baker International 2023; Appendix D). Additional information was obtained from the *City of Eastvale General Plan Mobility Element* (2023).

ENVIRONMENTAL SETTING

Existing Travel Characteristics

Journey to Work

Eastvale lies immediately west of Interstate 15 (I-15) with State Route (SR) 60 to the north and SR 91 to the south. Ontario International Airport is approximately nine miles north of the I-15/Limonite interchange. The East Ontario Metrolink Station serving the Riverside Rail Line is approximately six miles north of the I-15/Limonite interchange and the Corona North Metrolink Station serving the Inland Empire-Orange County Line is approximately eight miles to the south of I-15/Limonite interchange.

According to the SCAG's *Local Profiles Report*, 3% of Eastvale residents work within the City limits, while 97% commute to other destinations such as the Cities of Ontario, Riverside, Los Angeles, Corona and others. Of the residents who commute to work, 76% drive alone, 14% carpool, 8% bike or walk and 2% use public transit (SCAG 2019). Of the Eastvale residents who work outside the home, 9% experience a travel time to work of 15 minutes or less while 28% experience a travel time to work time of more than an hour (SCAG 2019). The majority of Eastvale residents (48%) experience a commute travel time between 15 and 45 minutes. The average travel time during work commutes (both directions) for Eastvale residents is 42.1 minutes (SCAG 2019).

Access to Recreation

Eastvale is known for its many parks scattered throughout the City. There are currently 18 parks and recreation areas, including Riverwalk Park, a 13-acre park adjacent to the Santa Ana River. Collectively, Eastvale's parks provide residents with roughly 250 acres of open space (City of Eastvale n.d). Most parks contain a small parking lot, making them easily accessible via

automobile. While placed along residential streets, there are often physical barriers such as walls, fencing, or community design that restrict pedestrian and bike access.

Most parks are inaccessible by transit or lack bike facilities connecting to parks. Of the 18 parks that exist in Eastvale today, only one park (Harada Heritage Park) is accessible via RTA's Route 3. Four parks (Harada Heritage, Riverwalk, Eastvale Community, and Orchard Parks) are connected to the community with existing bike facilities along their frontage and along roadways connecting to the parks.

Access to Retail and Shopping Centers

Most commercial retail is located along Limonite Avenue in the northeastern part of the City. All retail centers are auto centric with large parking fields and multiple access points along major arterials. Most retail centers are less accessible by transit, by bike or on foot. Although the retail centers can be accessed via buses that travel along Hamner Avenue, 68th Street, and Limonite Avenue, Routes 3 and 29 operate with one to two-hour headways resulting in long wait times between successive buses.

To demonstrate the limited accessibility of these retail centers by a pedestrian, a walkability study was conducted to document the existing 0.5-mile walksheds to three commercial retail centers in the City. These commercial retail centers included Cloverdale Marketplace, Eastvale Marketplace, and Corona Valley Marketplace. The largest of the retail shopping centers (Eastvale Gateway) was excluded from the analysis as the retail buildings sit towards the end of large parking lots and the existing shopping center lacks pedestrian and bike accessibility. The three locations selected were determined to both have the greatest potential for non-motorized access. Physical barriers such as walls between neighborhoods and retail centers limit access and constrain the walkshed areas.

Collision Data

According to the Office of Traffic Safety, Eastvale was listed 67th of the 106 California cities related to the average number of traffic injuries and fatalities with populations between 50,000 to 100,000 in 2017. This means the City has slightly fewer than average traffic injuries and fatalities than other peer California cities. In 2018, Eastvale was ranked 36 out of 102 cities with similar population size. The City has taken a proactive approach to improve upon its transportation network by completing a Systemic Safety Analysis Report (SSAR) in 2020.

The Statewide Information Traffic Records System (SWITRS) database was used to evaluate crash information in the City of Eastvale for a period of 5 years. Collision data used in the SSAR was from the most recent 5-year period (January 1, 2015 to December 31, 2019), allowing for an observation in collision trends by location and types on a broad City-wide scale. From 2015-2019,

there were 1,766 total reported collisions on City streets. Within this timeframe, 6 fatal collisions and 20 collisions resulting in serious injury occurred. Collisions were concentrated at or within 250 feet of an intersection. The corridor of Limonite Avenue from Hamner Avenue to the I-15 interchange had the highest collision activity. The most frequent contributing factor as identified by the responding officer for collisions are unsafe speed (27%), followed by unknown/other (22%), improper turning (19%), and auto R/W violation (12%). The remaining causes make up approximately 20% of all collisions within Eastvale. Other common reasons of collisions are unsafe starting/backing, traffic signals and signs, and driving under the influence.

Additional findings include where collisions occurred, most common type of crash, and factors that contributed to the 1,766 collisions that occurred from 2015-2019. Most collision activity throughout the City is heavily concentrated at or within 250 feet of intersections. Rear end collisions were consistently the most common collision type, accounting for 33% of all collisions. Aggressive driving (i.e. unsafe speed, following too closely, and disobeying traffic signals and signs) was a factor in 35% of all collisions within the City.

Given the findings and recommendations highlighted in the SSAR, the City has committed to the implementation of systemic countermeasures that focus on the following three areas:

1. Aggressive Driving
2. Active Transportation
3. School Zones

The SSAR identified the implementation of traffic signal coordination, dilemma zone detection, retroreflective signal heads, and leading pedestrian intervals as potential Citywide countermeasures to reduce collisions. The Eastvale SSAR contains additional information on high collision intersections and corridors and prioritizes them based on the focus areas.

Existing Transportation Infrastructure

<u>Pedestrian Facilities</u>

Pedestrian facilities in Eastvale include sidewalks, curb ramps, crosswalks, trails, and one pedestrian bridge. Being a relatively young City, incorporated in 2010, development included the construction of pedestrian facilities such as sidewalks, which can be found on both sides of most roadways. While most sidewalks are located parallel to the travel way and immediately adjacent to the curb, meandering sidewalks with landscaped parkway have been constructed along arterial roadways, providing a buffer between people walking and moving vehicles.

Crosswalks are prevalent at most legs of signalized intersections; however, some key intersections have one or two crosswalks removed to benefit the vehicular operations of the intersection. A combination of crosswalk styles are prevalent throughout Eastvale such as transverse lines and continental style (with and without a gap). Near schools, crosswalks most often are continental style with a gap in the middle.

Eastvale has a walk score of 24 out of 100, characterizing it as a car-dependent City. This score is developed by a private company called Walk Score that measures the walkability of any address and/or City by allotting points to nearby amenities. The walkability ranks are as follows:

- 0-24 (Car Dependent) - Almost all errands require a car
- 25-49 (Car Dependent) – Most errands require a car
- 50-69 (Somewhat Walkable) – Some errands can be accomplished on foot
- 70-89 (Very Walkable) – Most errands can be accomplished on foot
- 90-100 (Walker's Paradise) – Daily errands do not require a car

Although not considered walkable, Eastvale's sidewalk network is generally complete with minimal gaps. Because of the relative newness of the roadway system, sidewalks are in generally good condition. The pedestrian network most commonly connects residents from neighborhoods to parks, schools, retail land uses, and transit stops, where present. Gaps in the sidewalk network typically occur along stretches of roadways where development is planned or has not yet occurred as shown in Exhibit 3.11-1, *Existing Pedestrian Gaps*.

Trails are only found in the southern part of the City near Riverwalk Park. There are three miles of trail network existing and nine miles of trail network planned, as per the current General Plan and the WRCOG Active Transportation Plan (WRCOG 2018). The Eastvale Jogging/Running/Bike Trail connects Riverwalk Park to a few of the neighborhoods along the southern border of the City as shown in Exhibit 3.11-2, *Existing Trails*.

According to the City's Capital Improvement Program, the City will have Americans with Disabilities Act (ADA) Enhancements, including Pedestrian Countdown Timers, at all existing signalized intersections by 2021. Table 3.11-1, *Planned Pedestrian Improvements in the City of Eastvale*, summarizes the City's plans to improve the pedestrian network.

Table 3.11-1: Planned Pedestrian Improvements in the City of Eastvale

Project Type	Project Name	Project Description	Source
Multi-use Path(s)	Improvement of Bike Network Connectivity/ ATP Trails	Project will design and construct nearly 5 miles of trails running along Scholar Way and Harrison Avenue. The project will provide dedicated space for people to bike and walk from north Eastvale to the Santa Ana River Trail on the south.	Eastvale Capital Improvement Project
Trail	Limonite Gap Closure	Project will connect from 2,450 LF east of Hellman Avenue to Archibald Avenue. The total length of the proposed project is approximately 3,200 LF including a bridge over the Cucamonga Creek. Both road and bridge will serve 4 lanes of traffic including bicycle and pedestrian facilities. A separate pedestrian bridge over the Cucamonga Creek south of the proposed vehicular bridge, as shown on Exhibit 3.11-1, is also part of this project.	Eastvale Capital Improvement Project
Multi-use Path	Santa Ana River Trail	A multi-use path along the Santa Ana River connecting Riverside County with the Pacific Ocean. This project would add 3miles of trail to the southern end of the City.	WRCOG Active Transportation Plan
ADA Enhancements	ADA Transition Plan	Program includes preparation and implementation of an ADA Self Evaluation Plan as required under the ADA. Future year funding will support removal of ADA barriers as identified in the Plan. Annual program to provide improvements focusing on ADA accessibility, including curb ramps and sidewalks throughout the City.	Eastvale Capital Improvement Project
Traffic Signage	Traffic Sign Inventory	The project will improve roadway safety and traffic through upgrades to existing and/or new high-visibility traffic signs.	Eastvale Capital Improvement Project
Street Widening	Archibald Avenue/ Limonite Avenue Widening Project	Street widening and safety project for Archibald Avenue from the City of Ontario limits south of the SCE easement, including the intersection at Limonite Avenue and portions of Limonite Avenue east and west of the intersection. The project looks to improve safety and overall circulation in conjunction with the improvements associated with the Homestead and Merge developments, and Limonite Gap Project. Components of the project include, but are not limited to, coordinating with SCE to relocate SCE high-tension support structures.	Eastvale Capital Improvement Project

Source: City of Eastvale 2022.

Bike Facilities

Bike circulation in Eastvale is currently provided by a limited network of on-street Class II bike lanes and one off-street multi-use path. There is a lack of bike connectivity in the northern portion of the City, where multi-family housing and employment warehouses are located.

Additionally, there are no bike facilities present along Scholar Way, a street that connects multi-family housing with multiple schools and parks. A complete map of the existing bike facilities within the City can be found Exhibit 3.11-3, *Existing Bicycle Facilities*.

Existing Multi-Use Path

There is currently one multi-use path located at the south end of the City, connecting Eastvale Community Park with River Walk Park and nearby neighborhoods. The multi-use path has entrances at the ends of local cul-de-sacs such as Soaring Bird Court, Cobble Creek Drive, Harrison Avenue, Dellbrook Street, Dearborn Street, and Grapewin Street, providing nearby residents with formal, direct access to the facility. The multi-use path is the paved portion to the left of the equestrian dirt trail, as shown in the adjacent photo. It is in good condition with minimal buckling/damage to the pavement and is lined with trees. The City and County of Riverside have plans to extend the Santa Ana River Trail east through western Riverside with a connection in Eastvale.

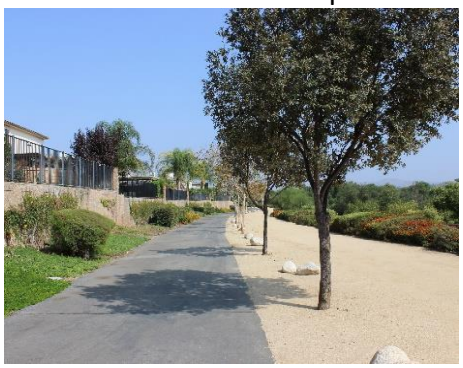


Photo: Multi-use Path – Eastvale Walking/Jogging/Running Trail

Existing Bike Lanes

The City of Eastvale currently has bike lanes on three roadways, providing very limited bike connectivity to destinations located in the central portion of the City. Below are descriptions of the existing bike lanes:

- Bike lanes along Sumner Avenue begin roughly 250 feet south of Bellegrave Avenue and extend south to Citrus Street, provide cyclists direct connectivity to eight bus stops, the Eastvale Marketplace shopping center, Orchard Park, and bike lanes along 65th Street. Sumner Avenue is classified as a major collector street and has a speed limit of 45 miles per hour (MPH).

- Archibald Avenue is a north/south urban arterial roadway with speed limits of 50 and 55 MPH. It contains Class II bike lanes that vary in width and are at times buffered, beginning at 65th Street and continuing south to River Road. The bike lanes along Archibald Avenue provide bike access to The Marketplace at the Enclave and the Corona Valley Marketplace shopping centers as well as the Eastvale Jogging/Running/Walking Bike Path at the southern end of the City.

- The bike lanes along 65th Street are 5-foot wide and extend into the curb cut, giving about 2.5 feet of usable space for a cyclist to ride in. 65th Street is an east/west secondary

collector roadway with a speed limit of 40 MPH. It provides direct bike connectivity to Harada Heritage Park and the north/south bike lanes along Sumner Avenue and Hamner Avenue. This is the only east/west bike facility in the City.

- Hamner Avenue is a north/south urban arterial roadway that traverses the eastern portion of the City. It supports Class II bike lanes from Limonite Avenue to Schleisman Road.

Bike facilities in the City of Eastvale are in satisfactory condition. Bike lane striping is typically faded near intersections and is often blocked by parked vehicles in front of retail centers and parks. Bike lane symbols and signs are only present at intersections. Existing vehicular speeds and traffic volumes result in high stress bike facilities in much of the City.

The bike network in Eastvale is not complete and should be expanded upon to better connect residents to local and regional destinations. Currently, the City of Eastvale has 10 miles of bike lanes and approximately 3 miles of multi-use paths. The City plans to extend the bike network as described in Table 3.11-2, *Planned Bike Facilities in the City of Eastvale*.

Table 3.11-2: Planned Bike Facilities in the City of Eastvale

Facility Type	Project Name	Project Description	Source
Bike Lane (Class II)	Limonite Gap Closure	Project will connect from 2,450 linear feet east of Hellman Avenue to Archibald Avenue. The total length of the proposed project is approximately 3,200 linear feet including a bridge over the Cucamonga Creek. Both road and bridge will serve 4 lanes of traffic including bicycle and pedestrian facilities. A separate pedestrian bridge over the Cucamonga Creek south of the proposed vehicular bridge, is also part of this project.	Eastvale Capital Improvement Project
Multi-use Path (Class I)	Improvement of Bike Network Connectivity/ATP Trails	Project will design and construct nearly 5 miles of trails running along Scholar Way and Harrison Avenue. The project will provide dedicated space for people to bike and walk from north Eastvale to the Santa Ana River Trail on the south.	Eastvale Capital Improvement Project
Multi-use Path (Class I)	Santa Ana River Trail	A multi-use path along the Santa Ana River connecting Riverside County with the Pacific Ocean. This project would add 3miles of trail to the southern end of the City.	WRCOG Active Transportation Plan
Unknown	Cajalco - San Bernardino County Line Route	A north-south regional facility connecting Eastvale, Riverside, and Jurupa Valley. It would start at the northernmost corner of the City and continue southeast beyond City limits.	WRCOG Active Transportation Plan
Bike Lanes (Class II)	I-15 Corridor via Temescal Canyon Road	Starting at the south end of the City along River Road, this project, if constructed, will help alleviate mobility barriers and better connect communities along I-15.	WRCOG Active Transportation Plan

Source: City of Eastvale 2022.

Types of Bike Facilities

- **Multi-use Paths (Class I)** are paved facilities that are separated from automobile right of way. A shared-use path provides users of all skill levels with a comfortable facility that is away from traffic. Multi-use paths are often located along natural greenway corridors, utility corridors, waterways, or abandoned railroad right of way with a limited number of street crossings. This type of facility is often shared with pedestrians.

- **Bike Lanes (Class II)** are on-street facilities that designate an exclusive space for bicycles through the use of pavement markings and signage. Bike lanes are located directly to motor vehicle travel lanes and are in the same direction. Bike lanes are typically located on the right side of the roadway, between the travel lane and curb or parked cars. Bike lanes may include buffer striping on either side to provide greater separation between bicyclists and parked or moving vehicles.

- **Bike Routes (Class III)** are streets designated for cyclist travel and shared with motor vehicles. While the only required treatment is signage, streets are designated as bike routes because they have slower speed limits and may have more direct access than other roadways, making them suitable for sharing with motor vehicles. Bike routes often have shared lane bike markings (sharrows)**.** There are currently no bike routes in the City of Eastvale.

- **Separated Bikeways (Class IV**), also commonly referred to as Cycle Tracks, provide space that is exclusively for bicyclists and separated from motor vehicles, parking, and sidewalks. Parked cars, curbs, bollards, or planter boxes provide physical separation between bicyclists and moving cars.

Public Transit

Public transit, provided by the Riverside Transit Agency (RTA), is limited to bus service along six roadways within the central western portion of the City. Given this geographical limitation, transit serves few Eastvale residents. Route 3 and 29 are provided by RTA. Route 3, which runs north/south, connects Eastvale with the Cities of Corona and Norco, located south of Eastvale.

- Route 3 runs along Hamner Avenue, 68th Street, Limonite Avenue, and terminates at the Amazon warehouse facility located in the north part of the City. Service is provided on weekdays and weekends with 1 ½ to 2-hour headways.

- Route 29, an east/west bus route, connects Eastvale with the Riverside Metrolink station, located east of the City. Route 29 primarily runs along Hamner Avenue and Limonite Avenue. Service is provided on weekdays and weekends with 1-hour headways.

Transit stops in Eastvale are commonly equipped with at least one bench and a trash can, typically placed within the pedestrian right of way, reducing the width of existing sidewalks. Most bus stops do not contain shade structures. The larger two bus stops along Limonite Avenue provide multiple benches, trash cans, and bus shelters. A map highlighting what transit routes and stops exist in Eastvale can be found on Exhibit 3.11-4, *Existing Transit Routes and Stops*.

First/Last Mile

The first/last mile describes the beginning or end of an individual trip primarily made by transit. While sidewalks are prevalent on most roadways, there is a general absence of first/last mile connections that would enhance the current and potential transit trips Eastvale residents undertake, such as shared use services, bike or car share, or wayfinding signage. There is also an absence of passenger loading zones near transit, as well as park and ride facilities.

The gap in the first/last mile network makes it difficult for residents to use transit as their primary travel mode. RTA has identified first/last mile connections through Eastvale and the neighboring City of Jurupa Valley in its *First & Last Mile Mobility Plan*, published in April 2017. The report identifies the Eastvale Gateway station as a Commercial Station classification and calls for the expansion of wayfinding, bike network improvements, pedestrian network improvements, crossing treatments, bus stop enhancements, carsharing, transit-oriented development, and placemaking in a 0.5-mile walking radius and 3-mile biking radius surrounding the bus stop.

Both RTA and the City of Eastvale are interested in building a multi-modal network that would allow for improved first/last mile connections.

Roadways

The City of Eastvale contains a complete network of roadways. Most roadways are wide and auto-centric, primarily serving drivers. The City's network consists of local roads, secondary and major collectors, arterials and urban arterials; refer to Exhibit 3.11-5, *Existing Circulation Plan*. The following table summarizes the existing roadway functional classes as described in the City's current 2012 Circulation Element and as verified on field visits:

Table 3.11-3: Roadway Classifications

Current Roadway Classifications	ROW Width (in feet)	Parking	Sidewalks	Bike Facilities	Lanes	Median	Maximum Two-Way Daily Traffic Volume
Urban Arterial	128 – 152	✗	✓	✓	4-6	Raised median with dedicated turn lanes	4 lanes: 35,900 6 lanes: 53,900
Arterial	128 – 152	✗	✓	✗	4	Raised median with dedicated turn lanes	35,900
Major Collector	100 – 118	*Varies*	✓	✓	4	Striped median with dedicated turn lanes	18,000
Secondary Collector	74 – 100	*Varies*	✓	✗	2-4	Striped median with dedicated turn lanes	13,000
Local	Min 56	✓	✓	✗	2	Not applicable	2,500

Source: City of Eastvale General Plan 2012.

While Eastvale has a complete, well connected road network, the City is in the process of designing and constructing the Limonite Gap Closure, which is a Capital Improvement Program funded project that will provide connection from 2,450 linear feet east of Hellman Avenue to Archibald Avenue. The segment is approximately 3,200 linear feet including a bridge over the

Cucamonga Creek. Both road and bridge will serve four lanes of traffic including bike and pedestrian facilities. A separate pedestrian bridge over the Cucamonga Creek south of the proposed vehicular bridge is also part of this project. The project received funding; however, data sources indicate that there is no current target date for groundbreaking. A map highlighting the City's existing roadway classifications and their location is provided as Exhibit 3.11-5.

Goods Movement/Truck Routes

The efficient movement of goods in and through the City is essential to continued economic success. Eastvale Municipal Code Chapter 10.32, *Miscellaneous Traffic Regulations*, establishes the City's designated truck routes within the City's limits. Hamner Avenue, Cantu-Galleano Ranch Road, and Riverside Road are all designated truck routes that serve the industrial/commercial centers in the northern part of the City. Limonite Avenue, Archibald Avenue, Schleisman Road, and River Road also designated truck routes within the City.

Technology/Signal Systems

In 2020, a Systemic Safety Analysis Report (SSAR) was prepared for the City of Eastvale that conducted a Citywide transportation network collision analysis, identified safety issues along primary corridors (Major arterials and Collectors) throughout the City, and developed a list of systemic safety improvements that can be implemented by the City. Based on the SSAR analysis and recommendations, the City selected the following four high-priority projects to have California Highway Safety Improvement Program (HSIP) grant applications prepared and submitted to Caltrans for consideration:

- Traffic Signal Leading Pedestrian Interval Implementation: Leading pedestrian intervals are adjustments to signal timing that provides a crossing pedestrian a 3 to 7 second head start before vehicles are given the green signal indication. This helps reduce conflicts between pedestrians and turning vehicles and improves the visibility of pedestrians in the crosswalk. This project includes 44 locations where pedestrian collisions occurred.

- Traffic Signal Synchronization: Signal synchronization can improve traffic safety and efficiency. Synchronization is making a group of traffic signals along a corridor or grid arrangement work together so that cars moving through the group will make the least number of stops and least amount of delay as possible. This process is achieved by gathering traffic into platoons and coordinating consecutive traffic signals such that the green lights in one direction of travel all come up as the traffic platoon arrives and finishes before the platoon has passed. This project includes 39 traffic signal locations along Hamner Avenue, Limonite Avenue, Archibald Avenue, and Schleisman Road.

- Traffic Signal Dilemma Zone Detection and Mitigation: Improving visibility of the location of traffic signal indications through the placement of retroreflective borders along the backplates improve the conspicuity during both the daytime and nighttime conditions. This improved visibility is also helpful for drivers with colorblindness so they can recognize where the placement of the illuminated indication is within the signal head pattern (e.g., red on top, green on bottom). In addition, the retroreflective borders will allow signalized locations to be visible during power outages, so drivers know to follow the "treat backed out traffic signals as a multi-way stop" rule required in the California Vehicle Code. This project includes 39 traffic signal locations along Hamner Avenue, Limonite Avenue, Archibald Avenue, and Schleisman Road.

- Traffic Signal Visibility Improvements: Dilemma Zone Detection systems modify traffic signal timing to reduce the number of drivers that may have difficulty deciding whether to stop or proceed during a yellow phase. These systems can extend the yellow phase depending on the vehicle locations and speeds. This enhances safety by potentially reducing rear-end crashes associated with unsafe stopping and angle crashes associated with drivers illegally continuing into the intersection during an opposing movement green phase. This project includes 16 traffic signal locations where there were more than 5 rear-end collisions reported.

REGULATORY FRAMEWORK

State

Complete Streets Act of 2008 (Assembly Bill 1358)

The California Complete Streets Act requires circulation elements to address the transportation system from a multi-modal or complete streets perspective. A complete street is a transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, and appropriate to the function and context of the facility. Each complete street appears different according to its surroundings, community preferences, and the types of road users and their needs. The benefits of complete streets include increased transportation choices, economic revitalization, improved return on infrastructure investments, livable communities, improved safety for all users, more walking and cycling, and greenhouse gas (GHG) reduction and improved air quality.

Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375)

The Sustainable Communities and Climate Protection Act supports the State's climate action goals to reduce GHG emissions through coordinated transportation and land use planning with

the goal of more sustainable communities. Under the Sustainable Communities Act, the California Air Resources Board sets regional targets for GHG emissions reductions from passenger vehicle use.

Regional

Western Riverside Council of Governments

Western Riverside Council of Governments (WRCOG) focuses on a number of regional matters important to the future of Western Riverside County including transportation. The Transportation Uniform Mitigation Fee (TUMF) program, Active Transportation Plan (ATP) and SB 743 implementation study are resources available to the City of Eastvale.

The TUMF program ensures that new development pays its fair share for the increased traffic that it creates (WRCOG n.d.). The fees collected through the TUMF program are utilized to complete transportation system capital improvements necessary to meet the increased travel demand and to sustain current traffic levels of service. WRCOG is designated as the program administrator for the TUMF program receiving all fees generated from the TUMF as collected by the local jurisdictions. The latest TUMF fee calculations for land uses can be found within the TUMF program.

WRCOG's ATP aims to improve transportation choices within the subregion for the benefit of all residents, employees, and visitors by identifying regional facilities to provide more transportation options (WRCOG 2018). This plan serves as a resource for WRCOG member jurisdictions and stakeholders to help identify important active transportation facilities they would like to see in their community and provides guidance on how each individual project can be achieved.

WRCOG conducted an implementation study[1] of SB 743 that developed localized guidelines, thresholds, and mitigation measures related to SB 743 to assist jurisdictions. SB 743 mandates that lead agencies will need to determine appropriate VMT methodologies, thresholds, and feasible mitigation measures to implement SB 743. WRCOG developed a screening tool[2] aimed at assisting local agencies in screening projects and evaluating VMT impacts.

Regional Transportation Plan/Sustainable Communities Plan (RTP/SCS)

The 2020-2045 RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The 2020-2045 RTP/SCS closely integrates land use and transportation so that the region can grow smartly and sustainably.

[1] https://www.fehrandpeers.com/wrcog-sb743/
[2] https://apps.fehrandpeers.com/WRCOGVMT/

The purpose of the 2020-2045 RTP/SCS is to meet the mobility needs of the six-county SCAG region over the 25-year planning horizon through a roadmap identifying ways to expand transportation options, improve air quality, and bolster the region's long-term economic viability. The 2010-2045 RTP/SCS identifies several themes that resonate throughout the document including integrating strategies for land use and transportation; striving for sustainability; protecting and preserving existing transportation infrastructure; increasing capacity through improved systems management; providing people more transportation choices; leveraging technology; responding to demographic and housing market changes; supporting commerce, economic growth, and opportunity; promoting the link among public health, environmental protection, and economic opportunity; and building a plan based on the principle of social equity and environmental justice.

Local

Complete Streets Safety Assessment

A Complete Streets Safety Assessment[3] was prepared in 2017 for the City of Eastvale to improve motorists, bicycle, and pedestrian traffic safety throughout the City. The report documents pedestrian and bicycle involved collision data (January 2014 to December 2016) and identifies the highest concentration of collisions in the City. Based on the assessment of collision data, the report provides Citywide suggested improvements to reduce the frequency and severity of collisions, specifically related to pedestrians and bicyclists in Chapter 3.0 of the report. In addition, the report provides a comprehensive Toolbox of Pedestrian, Bicycle, and Other Road User Safety Improvement Measures the City can use to improve pedestrian safety in other areas of the City.

Bicycle Master Plan

The *City of Eastvale Bicycle Master Plan* (February 2016) is a comprehensive document that provides detailed information on the City's bicycle network and a bicycle network map depicting existing and planned bikeways and facilities. A total of 59.23 miles of new bikeways are recommended in the City's Bicycle Master Plan. Of the new facilities, 33% are planned to be cycle tracks, 26% bike routes, 16% multi-use paths, 15% bike boulevards and 10% buffered bike lanes. These types of bicycle infrastructure are described in detail in the "Existing Facilities" section of this report.

In addition to the planned bicycle facilities, the City's Bicycle Master Plan outlines new educational and promotional programs aimed at bicyclists and motorists. These programs include

[3] https://www.eastvaleca.gov/Home/ShowDocument?id=6777

bicycle parking improvements, multi-modal (transit) support facilities, bicycle safety and education programs, safe routes to school programs, community and employer outreach programs, and bike-to-work and school day events.

Transportation Demand Management

Transportation Demand Management (TDM) refers to programs and strategies that manage and reduce traffic congestion. Typical TDM programs encourage ridesharing such as carpooling and vanpooling, alternative work schedules and teleworking, transit use, biking, and walking. These programs reduce overall vehicle miles traveled, making more efficient use of our existing roadways and maximizing the movement of people and goods.

The City of Eastvale established policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. In addition, the City is currently working with WRCOG to develop detailed implementation strategies for congestion management and air quality to identify and define impacted areas within western areas of the County where these TDM strategies could be implemented.

Emerging Technologies

Shared, electric, connected and automated mobility technologies and services hold the potential to improve safety, increase efficiency and reduce the environmental impacts caused by the transportation system. Technology demonstrations and pilot projects can increase awareness and understanding of technology uses, potential benefits and implementation challenges for the public, policy makers and City staff. Demonstrations, pilot projects and programs may include transit right-of-way priority, congestion pricing, curbside management, first-mile/last-mile connections and autonomous/connected vehicles.

Autonomous or automated vehicles would operate independently from other vehicles and utilize internal sensors to survey and respond to one's surroundings. Connected vehicles wirelessly communicate with other connected vehicles and the roadway to reduce congestion, decrease fuel consumption and promote increased safety. The use of smart infrastructure such as Intelligent Transportation Systems (ITS) technology improvements and traffic signal communications can improve mobility as this market evolves. WRCOG's Climate Action Plan encourages local agencies to incorporate technology to synchronize and coordinate traffic signals along local arterials in efforts to reduce GHG emissions and improves air quality. The City's Capital Improvement Plan includes a Citywide traffic signal synchronization master plan to help meet the regions emission reduction targets.

Parking

The City's Zoning Ordinance provides standards for parking facilities based on development types. To promote efficient parking supply, the City allows developers to provide alternative parking programs which reduce parking demand in return for a reduction in the number off-street parking spaces. These alternative parking programs include:

- Private car pool/van pool operations – Office or industrial development which guarantee preferred parking spaces to employees who participate in a car or van pool may have their parking requirement reduced by two parking spaces for every one space which is marked for car or van pool at a preferred location;
- Mass transit - Developments which are located within 150 feet of a bus stop or any other type of transit stop may have their parking requirement reduced by 2% of the total number of required parking spaces;
- Planned residential development for senior citizens - A 20% reduction in the total number of required parking spaces may be allowed when an alternative senior citizen transportation program is proposed;
- Bike parking - Developments which provide secured bike parking facilities exceeding the minimum requirement may reduce the number of required vehicle parking spaces by one vehicle space for every three additional bike spaces provided. The total reduction in vehicle parking spaces shall not exceed 5%;
- Shared parking requirements - The planning director may, upon application by the owner or lessee of any property, authorize shared use of parking facilities under the following conditions:
    - Sufficient evidence shall be presented to the planning director to demonstrate that no substantial conflict in the principal hours or periods of peak demand will exist between the uses or structures which propose to share parking;
    - The building or use for which an application for shared parking is being made shall be located within 150 feet of the parking area to be shared;
    - No more than 50% of the parking space requirement shall be met through shared parking;
    - Parties sharing off-street parking facilities shall provide evidence of a reciprocal parking agreement for such joint use by a legal instrument approved by the City.

Eastvale Municipal Code

The Eastvale Municipal Code is intended to enhance the quality of life as well as the circulation system in Eastvale. The Municipal Code includes parking design and regulations, roadway classifications, and design guidelines, among other regulations intended to address the circulation system. In addition, the municipal code addresses mobility topics such as Transportation Demand Management, the Transportation Uniform Mitigation Fee, and encroachment of the public right-of-way.

Transportation Demand Management

In Chapter 10.36, the City outlines a voluntary TDM program, which includes a list of design/facility improvements and operational programs developers are encouraged to implement. This chapter is provided to guide the development of transportation facilities that will help meet the requirements of the City congestion management and air quality management programs. The City is required by Government Code § 65089.3 to adopt and implement a TDM ordinance.

Transportation Uniform Mitigation Fee

The TUMF, created and administered by WRCOG, is a program that ensures new development pays its fair share to mitigate the increased traffic that it creates. By Eastvale's involvement in the TUMF, funding is provided for local and regional transportation projects in efforts to reduce congestion associated with new development. The program is further explained in Chapter 4.72 of the City's Municipal Code.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to transportation if it would:

1. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.
2. Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).
3. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
4. Result in inadequate emergency access.

PROJECT IMPACTS AND MITIGATION

CONFLICT WITH AN APPLICABLE PROGRAM, PLAN, ORDINANCE OR POLICY

Impact 3.12-1	**The project would conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Impacts would be significant and unavoidable.**

Eastvale 2040 General Plan

The Eastvale 2040 General Plan is intended to reflect the City's vision through the plan horizon year of 2040 while complying with changes in State law and improving the usefulness of the General Plan. Several elements of the General Plan address transportation-related issues, including the Mobility Element, Land Use Element, and Open Space and Conservation Element.

The Mobility Element is intended to provide guidance on achieving a safe, multimodal, efficient transportation system that meets both current and anticipated future needs of the planning area. The City's residents require a range of mobility needs and a desire to be able to move through the planning area safely and efficiently, regardless of the mode of travel. Goals and policies identified in the Mobility Element are aimed at providing safe and viable alternatives to vehicular use, while continuing to provide efficient automobile circulation and recognizing the distinct, suburban character of the planning area and its neighborhoods.

Goals and policies identified in the Mobility Element are complementary to the following General Plan elements in achieving the objectives of the Eastvale 2040 General Plan:

- **Land Use Element:** The Mobility Element complements the Land Use Element in providing safe, efficient connections to various land uses and seeking to meet the transportation needs of current and future development throughout the planning area. The Mobility Element also recognizes that by locating complementary land uses adjacent or near to each other, the ability to walk or bike between them improves and the land uses can work together to create a sense of place and gathering for the community. Such conditions may reduce reliance on vehicle use to move between land uses within proximity to each other if a connection between the uses is provided via public sidewalks and trails. Further, the Land Use Element focuses new development within several focus areas making it easier to provide such connections between land uses while striving to achieve a multimodal transportation network.

- **Open Space and Conservation Element:** The Mobility Element complements the Open Space and Conservation Element in providing and enhancing a public trail network for

both recreation and transportation uses. The Mobility Element defines the City's transportation network, including streets, transit routes, bikeways, and sidewalks, and describes how people would move throughout the City. The Open Space and Conservation Element recognizes the potential to provide an established trail system and achieve connectivity between commercial, residential, and other uses, in combination with community and gathering spaces. Opportunities are available to provide a trail system linking various uses via a River Trail, thus enhancing circulation along and access to the Santa Ana River as well as creation of a "grand park." Further, the Mobility Element complements the Open Space and Conservation Element in providing a multimodal transportation network that would help to reduce greenhouse gas emissions through reduced dependency on the automobile and enhanced alternative modes of transportation.

Future development under the Eastvale 2040 General Plan is intended to support multimodal transportation options and would be consistent with policies, plans, and programs that support alternative transportation, as identified in the Mobility Element. Future growth under the Eastvale 2040 General Plan is intended to minimize impacts by making use of the public right-of-way to enhance the user experience and by integrating multimodal transportation options via pedestrian, bike, vehicular, and transit zones. In addition, the Eastvale 2040 General Plan would encourage pedestrian and bicyclist activity and would concentrate future development in areas that have or will have public transit and activity centers to provide residents and visitors access to such modes of transit. Enhancements to encourage walking, biking, or taking transit will be integrated into new development, while ensuring that City design standards are met to provide adequate movement and public safety. Therefore, it is not anticipated that implementation of the Eastvale 2040 General Plan would conflict with a program, plan, ordinance, or policy addressing the circulation system in this regard. Impacts would be less than significant.

SCAG 2020-2045 RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted 2020-2045 RTP/SCS. The South Coast Air Quality Management District (SCAQMD) Governing Board implements its 2022 Air Quality Management Plan (AQMP) which incorporates the latest scientific and technical information and planning assumptions, including the latest applicable growth assumptions, updated emission inventory methodologies for various source categories. The 2022 AQMP utilized information and data from SCAG and its 2020-2045 RTP/SCS. The SCAQMD considers projects that are consistent with the 2022 AQMP, which is intended to bring the air basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts.

The 2022 AQMP utilizes growth projections from the City's current 2012 General Plan. Compared to the 2012 General Plan, the Eastvale 2040 General Plan anticipates an additional 4,173 units of residential land use development and an estimated 6.2 million square feet of non-residential land use development under the full buildout conditions. The project would not include any direct demolition or development. Future individual development projects within the planning area would be required to undergo environmental review pursuant to CEQA, as well as comply with all applicable SCAQMD rules and regulations. However, as future development anticipated under the proposed Eastvale 2040 General Plan would cause potential significant and unavoidable air quality impacts (refer to Section 3.1, *Air Quality*), the proposed project would have the potential to contribute to a violation of the ambient air quality standards.

The 2020-2045 RTP/SCS performance goals were adopted to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system. The project's consistency with SCAG's reduction strategies is presented in Section 3.4, *Energy and Greenhouse Gases*, in Table 3.4-4, *Consistency with the 2020-2045 RTP/SCS*.

As discussed previously, the Eastvale 2040 General Plan would accommodate a greater number of residential units than the existing 2012 General Plan and the SCAQMD has not incorporated these projections into the 2022 AQMP. With approval of the proposed Eastvale 2040 General Plan, SCAG would include the growth projections associated with Eastvale 2040 in the regional planning projections, and SCAQMD would incorporate the same projections in the next update of the AQMP. As projections associated with the Eastvale 2040 General Plan are not currently included in the 2022 AQMP, impacts due to conflict with an adopted plan, policy, or regulation are considered potentially significant. The proposed project would therefore be inconsistent with SCAG's regional planning efforts and a significant and unavoidable impact would occur in this regard.

As such, implementation of the Eastvale 2040 General Plan would potentially conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, or otherwise decrease the performance or safety of such facilities. Impacts would be **significant and unavoidable**.

Mitigation Measures: No feasible mitigation measures identified.

Level of Significance: Significant and unavoidable.

CONFLICT WITH CEQA GUIDELINES SECTION 15064.3(B)

Impact 3.11-2 **The project would conflict and be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). Impacts would be significant and unavoidable.**

Land uses included in the Eastvale 2040 General Plan include single family, multi family, retail, industrial flex, office space, business professional, commercial retail, water, open space-recreation, and right-of-way. In addition to these general land use categories, the Eastvale 2040 General Plan includes four Policy Areas which are primarily mixed use and demonstrate the greatest opportunities for growth and development in the City over the next 20 or more years. Table 3.11-4, *Proposed Land Uses - Eastvale 2040*, summarizes the land use categories included in the Eastvale 2040 General Plan Land Use Element and the associated developed and vacant acres in each land use category.

Table 3.11-4: Proposed Land Uses - Eastvale 2040

Proposed Land Use	Gross Acres	Developed Acres	Vacant Acres
Single Family - Very Low	33.0	33.0	0.0
Single Family - Low	3,018.2	2,927.8	90.4
Single Family - Moderate	255.7	234.7	20.9
Multi Family - Low-Moderate	9.9	9.9	0.0
Commercial Retail	192.8	113.4	79.4
Industrial Flex	481.8	425.0	56.8
Business - Professional	405.1	331.5	73.5
Water	279.6	3.9	275.7
Open Space - Recreational	177.8	137.4	40.4
Riverfront Policy Area	1,369.9	138.8	1,231.1
Downtown West Policy Area	153.1	0.0	153.1
Chandler Policy Area	204.9	165.5	39.4
Downtown East Policy Area	130.2	110.5	19.7
Citrus Policy Area	36.1	11.2	24.9
Right-Of-Way	1,662.8	1,591.9	70.9
TOTAL	**8,410.8**	**6,234.7**	**2,176.1**

Vehicle Miles Traveled

For the VMT analysis, the Riverside County Transportation Model (RIVCOM) was used to prepare the traffic forecasts and VMT for the 2012 General Plan and the Eastvale 2040 General Plan. The

travel demand forecasting model uses traffic analysis zones (TAZs) which contain socioeconomic data and other model inputs. When calculating VMT, residential VMT is based on Home Based trips (for all home-based trip types, productions only). Employment VMT is based on Home Based Work trips (attractions only).

The City has adopted thresholds and general guidance on how VMT impacts for development projects and transportation projects should be evaluated. City adopted VMT metrics are as follows:

- Riverside Countywide Average VMT/Service Population = 15.68

The City of Eastvale utilizes a series of VMT screening criteria to streamline land use project review and transportation project review for CEQA transportation impacts. Projects in the City of Eastvale may be screened out if they meet one of the criteria. If a project does not pass the initial screening criteria, then a full transportation impact analysis is necessary. For land development projects, a significant transportation impact would occur if the baseline or cumulative project generated VMT per capita exceeds the Riverside County average VMT per capita for General Plan buildout conditions. For transportation projects, a significant transportation impact would occur if addition of the project results in a net cumulative increase in regional VMT for the County of Riverside region.

If a project has a significant impact, TDM strategies would be built into the project to reduce the VMT below the threshold. TDM strategies for consideration include but not limited to diversifying land use; improving pedestrian networks; implementing neighborhood traffic management infrastructure; building bike network improvements; installing workplace bike storage, locker, and shower facilities; and providing commute-based ride-share programs such as carpooling and vanpooling.

Citywide VMT for the current 2012 General Plan and Eastvale 2040 was forecasted and the results are shown in Table 3.11-5, *VMT Assessment Findings*. As shown, implementation of the Eastvale 2040 General Plan would result in an increase in Citywide population and a reduction in number of employees. The Homebased VMT (productions) increase and Homebased Work VMT (attractions) would decrease as a result. Evaluating the residential VMT metric, the Eastvale 2040 VMT per capita would decrease compared to both the existing (2018) condition and the 2012 General Plan condition.

For the employment metric, Eastvale 2040 would result in a decrease in VMT per employee over the existing condition (2018 Eastvale), but the decrease would be less than that previously forecast for the 2012 General Plan. Both the VMT per capita and the VMT per employee would be well above the Countywide average for year 2045, but would be a reduction over the existing

conditions. Such conditions indicate that the land uses planned in the City align with the regional goal of reducing VMT. However, as metrics for Riverside Countywide Average VMT/Service Population and Riverside Countywide Average VMT/Employee would be exceeded, a significant impact would occur.

Table 3.11-5: VMT Assessment Findings

2045	2018 Eastvale*	Current General Plan (2012)	Eastvale 2040	2045 Riverside County*
Population	63,243	71,654	89,154	3,424,454
Employment	6,867	35,807	31,881	1,116,025
Service Population	70,110	107,461	121,035	4,540,479
Homebased (HB) VMT	1,496,135	1,637,725	1,998,142	63,976,131
Homebased Work (HBW) VMT	404,430	1,680,878	1,540,035	32,318,620
OD VMT (auto only)	2,747,934	4,723,531	5,097,010	145,958,343
OD VMT (auto + truck)	2,889,694	4,957,197	5,354,161	152,940,057
HB VMT per capita	23.7	22.9	22.4	18.7
HBW VMT per employee	58.9	46.9	48.3	29.0
OD VMT per service population (auto only)	39.2	44.0	42.1	32.1
OD VMT per service population (auto + truck)	41.2	46.1	44.2	33.7

Source: Michael Baker 2023; Appendix D

Summary

The City of Eastvale is largely built out and future development is therefore anticipated to occur as infill or redevelopment over the next 20 years. Therefore, operational improvements within the City are anticipated to focus on addressing delays at intersections and providing travel options that reduce overall dependence on automobile travel. Smart signals, improved traffic signal communication infrastructure, and other features could be integrated into the City's traffic signal system to ensure that traffic flow and capacity is optimized along the City's busiest corridors. Fee programs may also be considered to help fund Citywide network improvements.

It is anticipated that providing travel options and accommodating multiple travel modes (e.g., vehicular and transit zones) within the public rights-of-way would reduce reliance on single occupant vehicle trips, with excess space within the rights-of-way being repurposed to provide new, enhanced pedestrian and bicycle facilities. Repurposing can be accomplished without reducing capacity by reducing the width of existing travel lanes and center medians. Providing mobility hubs and charging stations for electric-assist (e-assist) bikes or scooters would also help to make these travel modes more viable throughout the City. The City would also continue to

coordinate with local and regional agencies to provide new or enhanced transit service that connects to regional rail and bus routes. Such enhancements would further increase travel options for the City's residents and employees.

Additionally, the Eastvale 2040 General Plan Mobility Element identifies goals and policies aimed at the reduction of vehicle trips and the provision of goods and services, as well as access to public transit. Key policies are aimed at achieving a system of roadways that support multi-modal features (Policy MC-3.1); adhering to the principles of complete streets to facilitate safe pedestrian movement (Policy MC-2.1); coordinating with Caltrans, Riverside County Transportation Commission, and other transit agencies to identify the need for park-and-ride facilities along major corridors and at major activity centers (Policy MC-5.3); encouraging transit-related uses, high density residential housing, and commercial uses along transit corridors to maximize the potential for transit trips (Policy MC-5.8); and, evaluating roadways to determine whether reconfiguration or modification of the right-of-way may be possible to provide pedestrian facilities, trails, bike lanes, and additional landscaped medians and parkways, among others (Policy MC-2.7). Additional goals and policies to address mobility, non-motorized transportation, public transportation, and alternative means of transportation (e.g., bicycle, pedestrian) are also included in the Mobility Element. Other relevant goals and policies identified in the Open Space and Conservation Element and the Land Use Element also address mobility and enhancing the connection between land uses and transit to reduce automobile use. Future development under the Eastvale 2040 General Plan would occur in conformance with such goals and policies as buildout occurs through 2040.

The types of mitigation that affect VMT are those that reduce the number of single occupant vehicles generated by a project. This can be accomplished by changing the land uses being proposed or by implementing TDM strategies, which are reductions available from certain types of project site modifications, programming, and operational changes. The effectiveness of identified TDM strategies is based primarily on research documented in the 2010 California Air Pollution Control Officers Association (CAPCOA) publication, *Quantifying Greenhouse Gas Mitigation Measures*. For a comprehensive list of available TDM strategies, refer to the CAPCOA document, which contains detailed equations to apply the TDM reductions given the land use type and built environment context. It should be noted that some TDM strategies have complementary benefits reducing VMT and need to be considered in combination and not individually.

Specific mitigation strategies need to be tailored to the characteristics of each future development project under the Eastvale 2040 General Plan, and their effectiveness needs to be analyzed and documented as part of the environmental review process to determine if impacts could be mitigated or if they would remain significant and unavoidable. Given that research on

the effectiveness of TDM strategies is continuing to evolve, feasible mitigation measures should be considered based on the best data available at the time a project is being considered by the City.

While Eastvale 2040 would be implemented in compliance with relevant local and regional plans, as well as identified General Plan goals and policies aimed at reducing dependence on vehicles and enhancing access to jobs, goods, and services, impacts related to VMT would not be reduced to below the Riverside County Average VMT per Service Population. Impacts related to VMT would remain **significant and unavoidable**.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Significant and unavoidable.

DESIGN FEATURES

Impact 3.12-3	**The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be less than significant.**

While the City of Eastvale is primarily a built-out with limited vacant parcels, implementation of the Eastvale 2040 General Plan would introduce land use intensification in certain portions of the Planning Area, primarily in the focus areas. By focusing development in underutilized areas, the project would relieve increased pressure to develop available open space or in lower density areas to avoid changing the semi-rural and suburban character of well-established neighborhoods or creating incompatible uses that may adversely affect circulation or access.

The City of Eastvale has adopted engineering standards to ensure consistency in the geometric design of its circulation and mobility facilities. Access for future development occurring with implementation of the Eastvale 2040 General Plan would be designed to comply with City standards and would provide adequate sight distance, sidewalks, crosswalks, and pedestrian movement controls that meet the City's requirements to protect public safety. Additionally, all future plans would be subject to the City's review process to ensure consistency with these adopted standards. Such review would ensure that impacts are reduced to less than significant.

Further, the Eastvale 2040 General Plan identifies goals and policies in the Mobility Element, Land Use Element, and Open Space and Conservation Element that address the provision of a safe, multimodal, efficient transportation system (encompassing automobile circulation, reduced dependency on automobiles, pedestrian and bicycle facilities and trails) that would meet both

existing and anticipated future needs of the City, while continuing to recognize the established suburban character.

For the reasons above, implementation of the Eastvale 2040 General Plan would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

EMERGENCY ACCESS

Impact 3.12-4	**The project would not result in inadequate emergency access. Impacts would be less than significant.**

The City of Eastvale maintains adopted standards related to emergency accessibility. All future roadway and access improvements would be designed in conformance with City engineering and fire department standards for emergency access and circulation. Implementation of the Eastvale 2040 General Plan would not directly alter any established off-site emergency vehicle routes or otherwise interfere with emergency access. All future development applications would be subject to review to ensure that adequate emergency accessibility is provided based on local and State guidance.

For these reasons, implementation of the Eastvale 2040 General Plan would not result in inadequate emergency access. Impacts would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.12-5	**The project would result in a significant cumulative impact related to transportation. Impacts would be cumulatively considerable.**

Cumulative transportation impacts are generally influenced by changes in regional population, housing, and/or employment growth projections prepared by SCAG and found in the RTP/SCS. A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact, and vice versa (OPR 2018). A project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans

would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less than significant project impact would imply a less than significant cumulative impact, and vice versa (OPR 2018).

According to the Office of Planning and Research (OPR) Technical Advisory (OPR 2018), increased demand on transit systems throughout a region may cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that allocates the cost of improvements not just to projects located near transit, but on a regional level for all projects that may impose a potential burden on the transportation system.

As previously indicated, implementation of the Eastvale 2040 General Plan would not contribute to a significant impact resulting from conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, or pedestrian facilities. Eastvale 2040 would support implementation of the 2020-2045 RTP/SCS policies, and as such, cumulative impacts related to conflict with applicable plans would be less than significant. Consistency with local and regional bicycle and pedestrian plans, community plans, and other similar plans and policies would be evaluated at a project-specific level to identify conformance requirements with planned systems (i.e., provision of new bike lanes, construction of connecting sidewalks or trails).

All cumulative projects would be required to make payment of the City's Transportation Fees to ensure that transportation facilities continue to be adequately provided and maintained. As Eastvale 2040 was determined to have a less than significant impact in this regard, it is not anticipated that it would contribute to a significant cumulative impact due to a conflict when considered with other cumulative projects.

Future development under the Eastvale 2040 General Plan would result in an increase in residential development and a slight decrease in commercial development when compared to existing conditions. As discussed previously, implementation of Eastvale 2040 would result in an increase in Citywide population and a reduction in number of employees. The Homebased VMT (productions) increase and Homebased Work VMT (attractions) would decrease as a result. Evaluating the residential VMT metric, the Eastvale 2040 VMT per capita would decrease compared to both the existing (2018) condition and the 2012 General Plan condition. For the employment metric, Eastvale 2040 would result in a decrease in VMT per employee over the existing condition (2018 Eastvale), but the decrease would be less than that previously forecast for the 2012 General Plan. Both the VMT per capita and the VMT per employee would be well above the Countywide average for year 2045, but would be a reduction over the existing conditions. Such conditions indicate that the land uses planned in the City align with the regional goal of reducing VMT.

Although the Eastvale 2040 General Plan includes numerous goals and policies related to integrating transportation and land use planning to provide mobility options and comfort for pedestrians, bicyclists, transit users, and personal vehicles; and providing a balance of high quality active and passive public open spaces, a regional trail system, and recreation facilities based on community needs, VMT reductions at buildout conditions would be substantially lower than the 15 percent minimum threshold. As such, the contribution to VMT generation in the region would be cumulatively considerable.

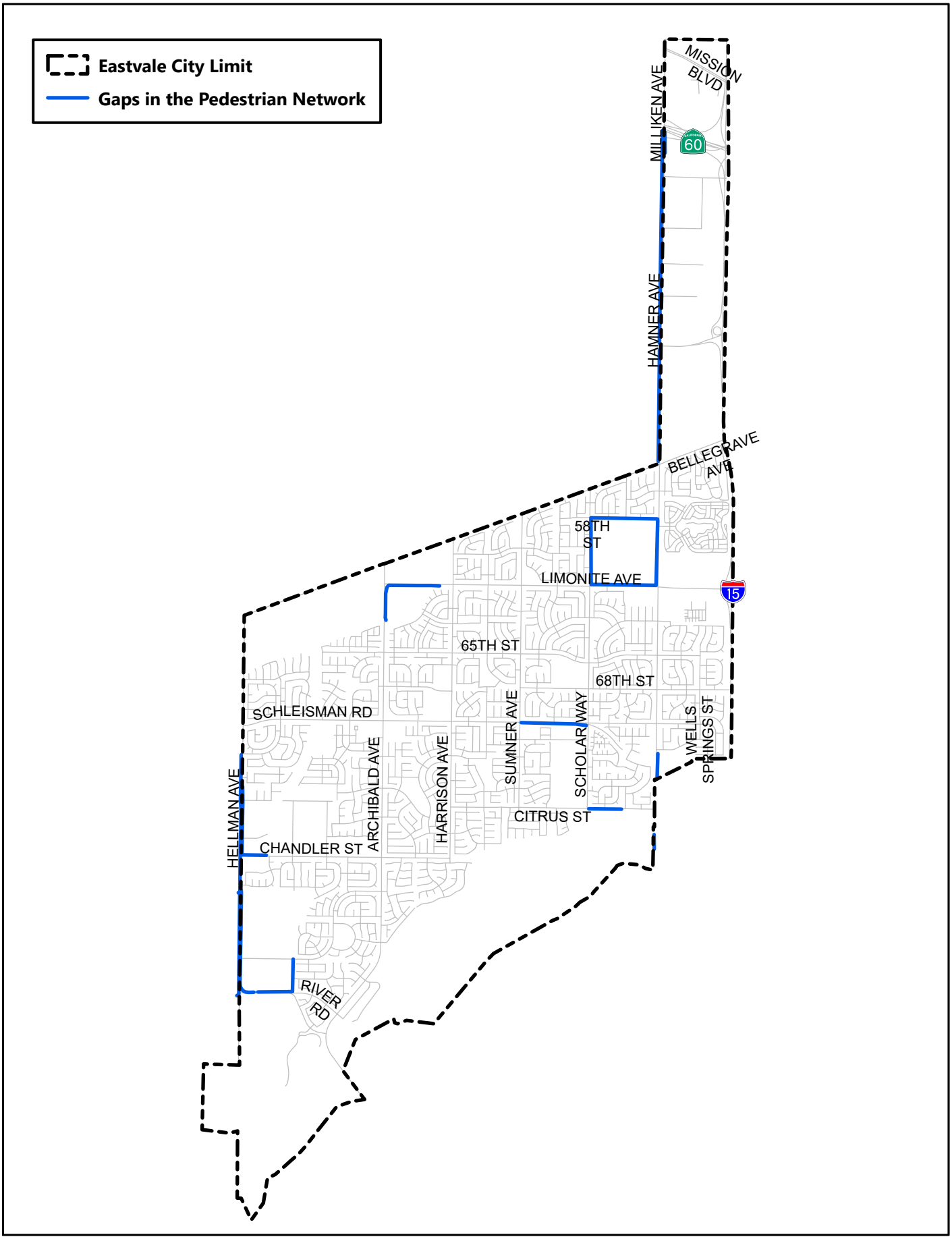
Regarding increased hazards and inadequate emergency access, future development under the Eastvale 2040 General Plan would be consistent with surrounding development and would not create a geometric design feature that increase hazards in the planning area. All cumulative projects would be evaluated at a project-specific level to identify whether a project has the potential to result in hazardous conditions relative to transportation and circulation. All such projects would be required to demonstrate conformance with the City's roadway and intersection design standards and would be subject to review to ensure that the potential to contribute to a substantial increase in hazards would not occur. As appropriate, measures would be incorporated to reduce a project's potential to contribute to any such hazardous conditions. Implementation of the Eastvale 2040 General Plan would occur consistent with City design requirements and would not introduce incompatible uses that would increase the risk of hazardous conditions.

All cumulative projects would also be subject to discretionary review to ensure that adequate emergency access is provided during project construction and operation. Such projects would be required to be designed to City roadway and access standards and to consider the potential for development to contribute to adverse effects on the local and/or regional circulation system, including on maintaining emergency access at all times. Measures (i.e., Traffic Control Plan, design elements) would be implemented as appropriate to ensure that a project does not contribute to a significant impact relative to inadequate emergency access.

Based on the discussion above, and that project-specific impacts relative to VMT would be significant and unavoidable, project impacts are considered to be **cumulatively considerable**.

Mitigation Measures: No feasible mitigation measures are available.

Level of Significance: Cumulative impacts would be significant and unavoidable.



0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Existing Pedestrian Gaps

Exhibit 3.11-1

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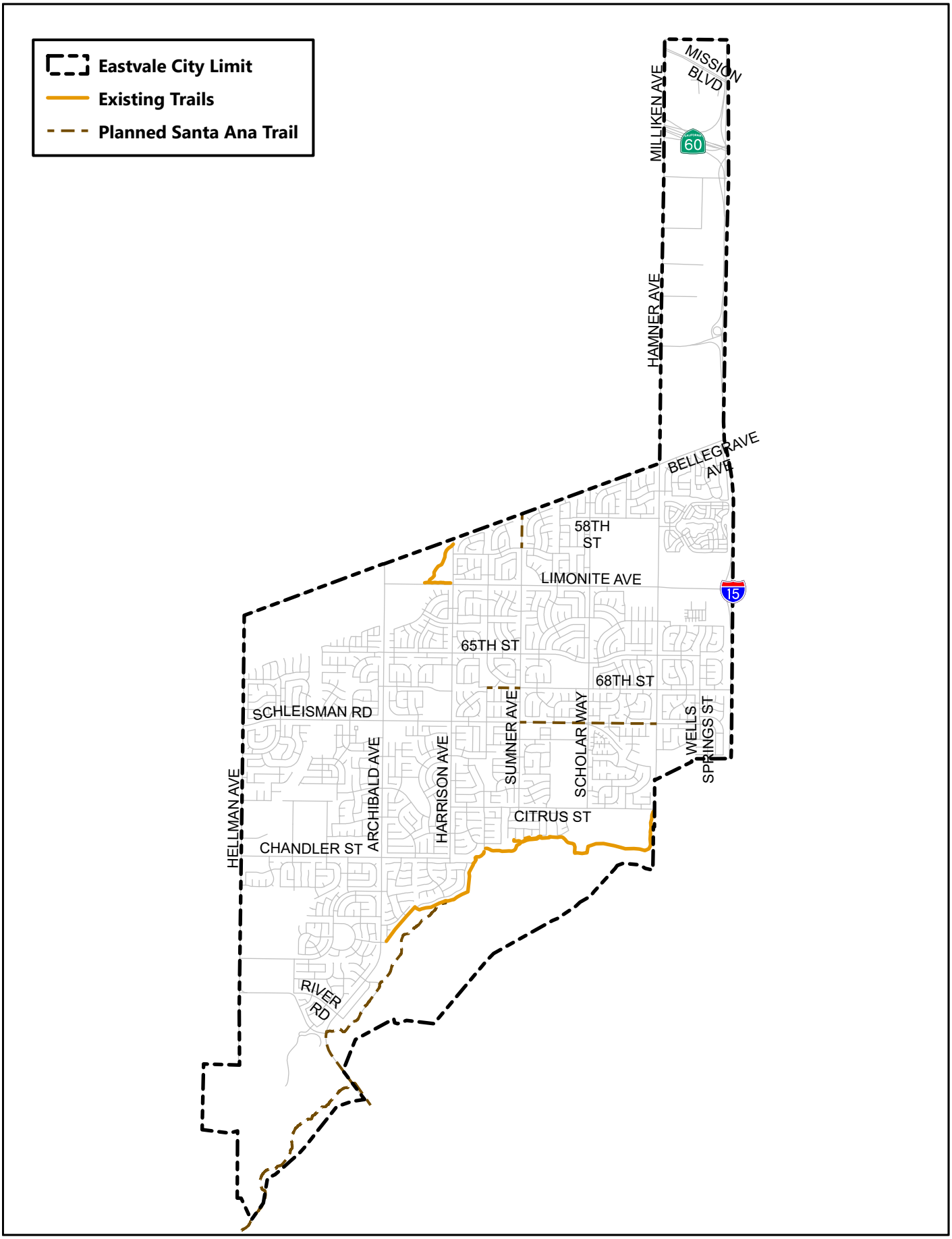

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SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Existing Trails

Exhibit 3.11-2

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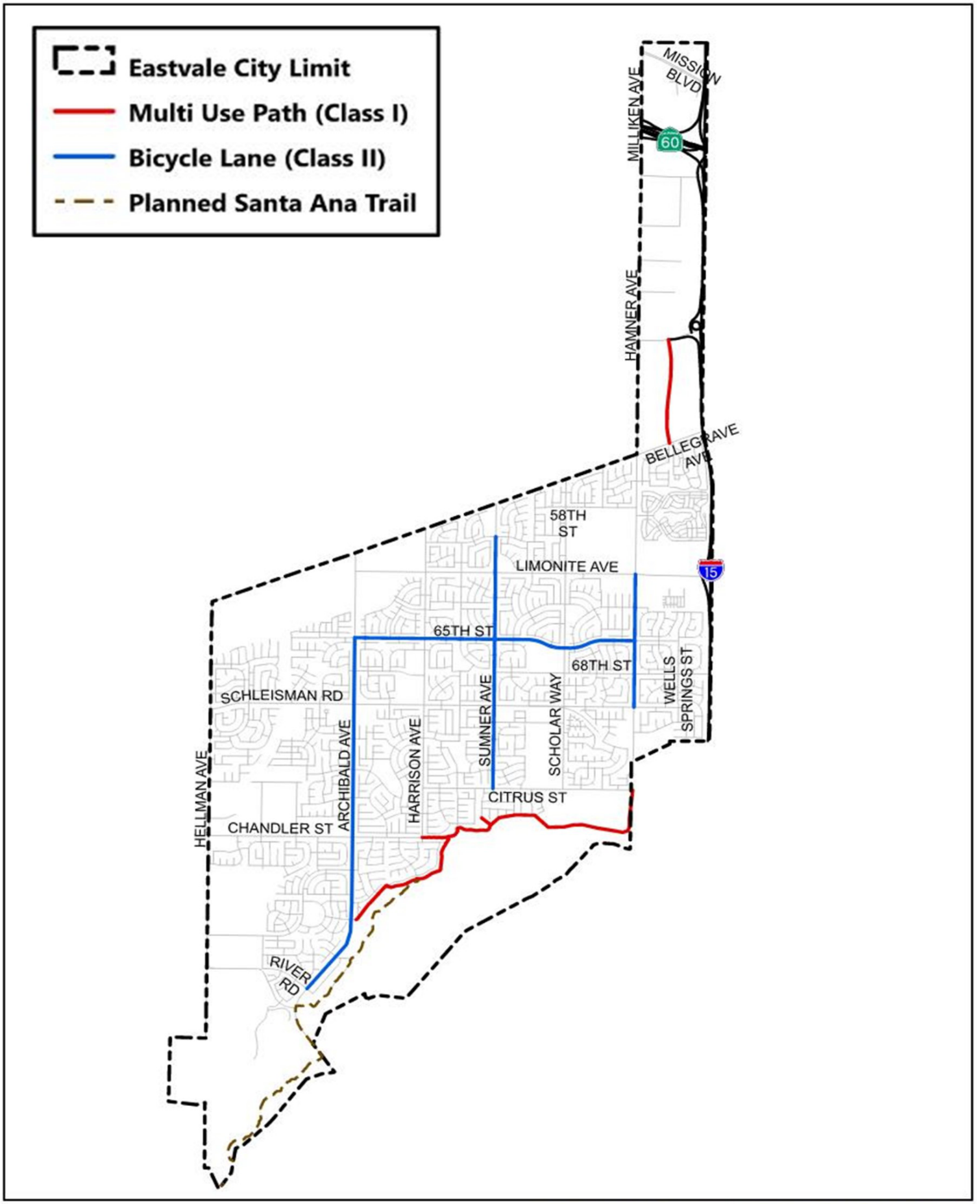

EASTVALE 2040 GENERAL PLAN EIR

Existing Bicycle Facilities

Exhibit 3.11-3

Envision Our Future

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SOURCE: CITY OF EASTVALE, INTERWEST, MOOVIT

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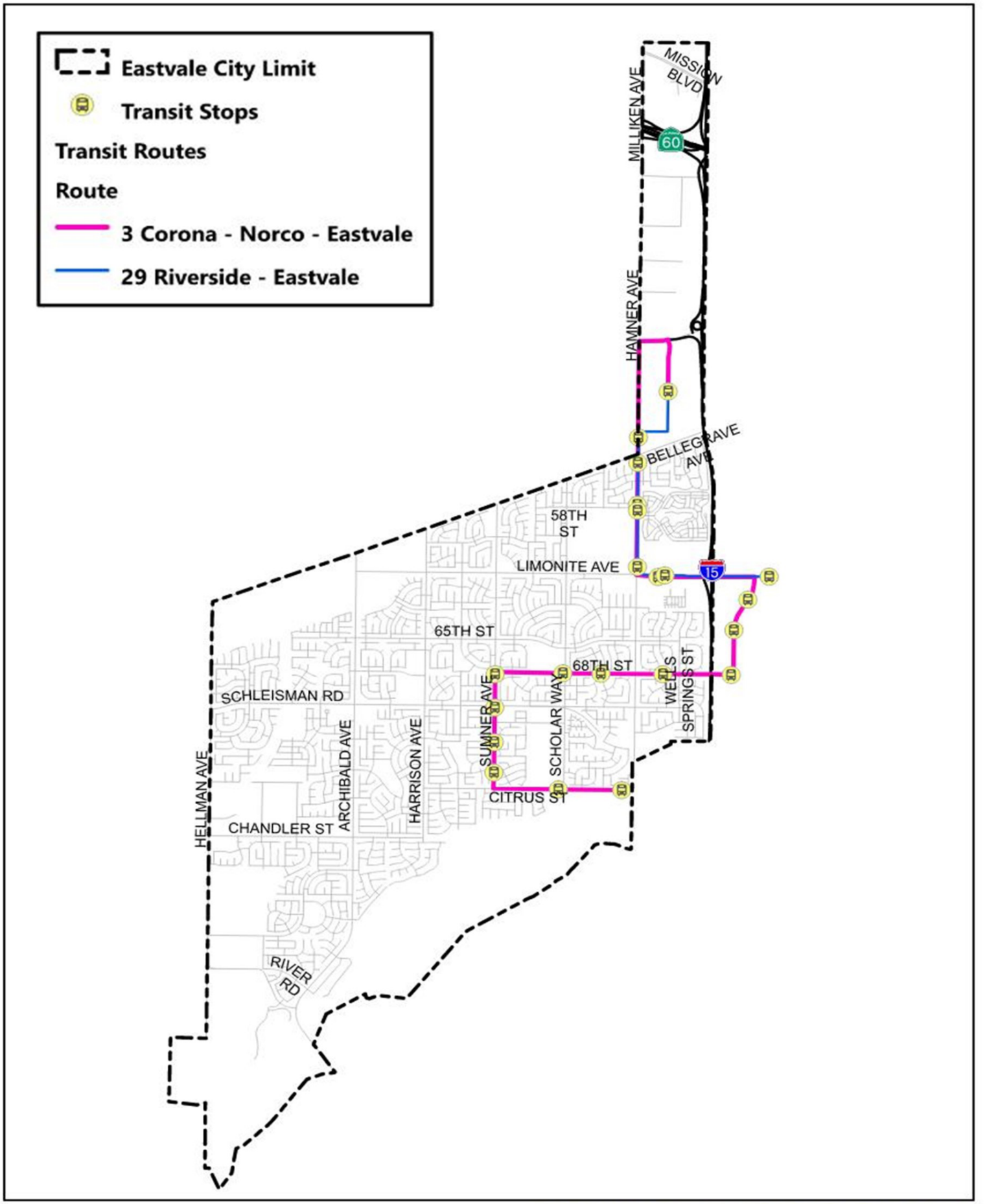

EASTVALE 2040 GENERAL PLAN EIR

Existing Transit Routes & Stops

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST, MOOVIT

Exhibit 3.11-4

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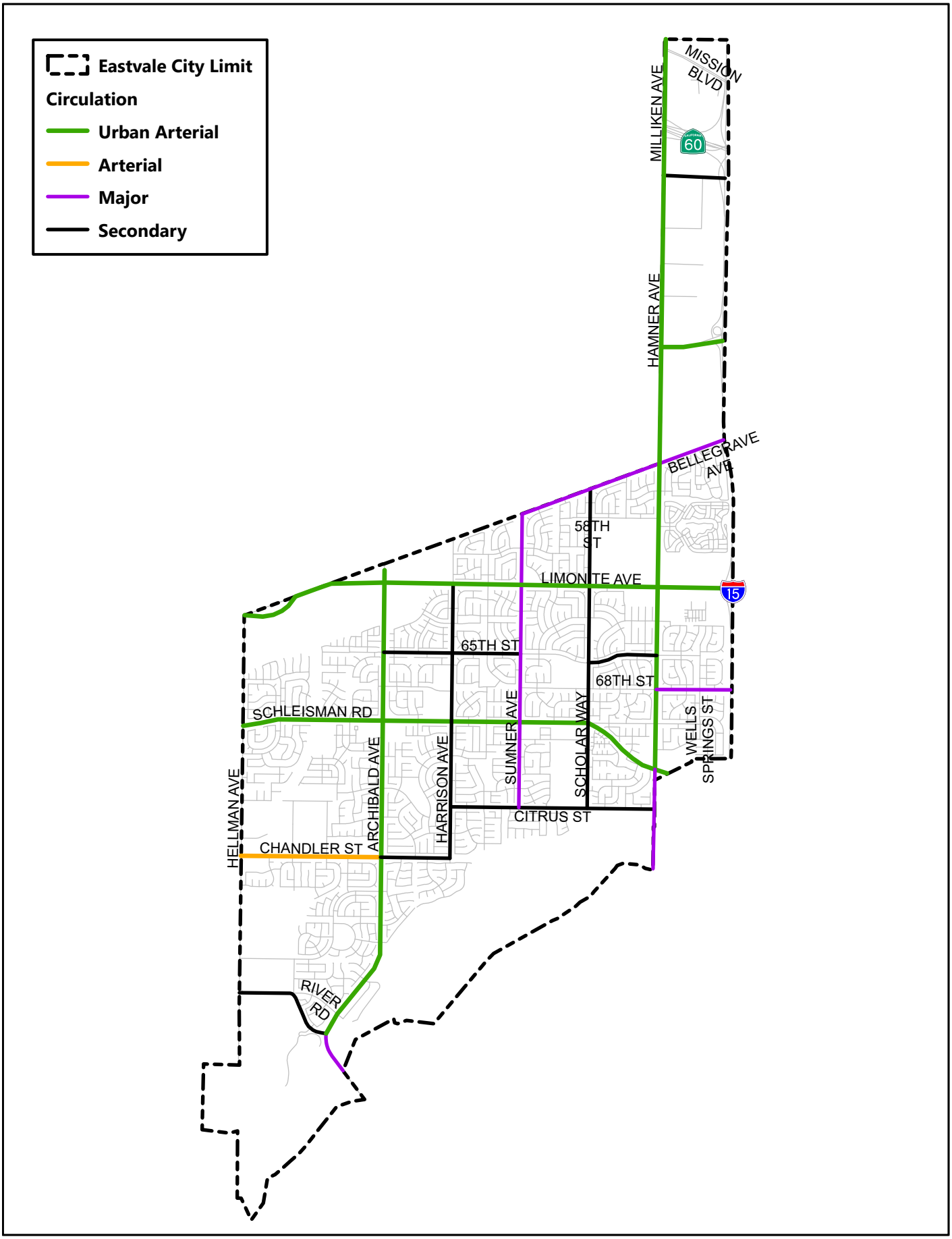

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, INTERWEST

EASTVALE GENERAL PLAN 2040 EIR

Existing Circulation Plan

Exhibit 3.11-5

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Section 3.12
Tribal Cultural Resources

This section addresses the project's potential impacts relative to tribal cultural resources. Tribal cultural resources include landscapes, sacred places, or objects with a cultural value to a California Native American tribe. This section of the Environmental Impact Report evaluates the potential for the proposed Eastvale 2040 General Plan to impact tribal cultural resources in the City of Eastvale. Other potential impacts to cultural resources (i.e., prehistoric [pre-contact], historic, and disturbance of human remains) are evaluated in Section 3.3, *Cultural Resources*, of this EIR.

In accordance with Senate Bill 18 (SB 18) and Assembly Bill 52 (AB 52), the City notified local tribes about the proposed project on August 2, 2022, to determine the potential for tribal cultural resources onsite and to determine if local knowledge of tribal cultural resources is available about the project site and surrounding area. The Gabrielieño Tongva Indians of California responded on August 2, 2022 and declined consultation. The Agua Caliente Band of Cahuilla Indians responded on August 16, 2022 and declined consultation. The Gabrieleño Band of Mission Indians-Kizh Nation responded on August 16, 2022 and declined consultation for the Eastvale 2040 General Plan, but requested to be consulted for future ground-disturbing development projects within the City. The Rincon Band of Luiseño Indians responded on August 22, 2022 and declined consultation.

ENVIRONMENTAL SETTING

Several Federal and State laws address Native American involvement in the development review process. The most notable of these are the Federal Native American Graves Protection and Repatriation Act (1990) and the California Native American Graves Protection and Repatriation Act (2001). These acts ensure that Native American human remains and cultural items be treated with respect and dignity.

Potential impacts to tribal cultural resources are also regulated by CEQA. By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in Public Resources Code (PRC) Section 21074(a)(1)(A)–(B).

The City is located between the traditional territories of several Native American tribes so the potential for buried pre-contact archaeological sites in the City does exist, particularly in undeveloped agricultural and dairy fields as well as along Santa Ana River. Additionally, the region is recognized to have been in regular use by Native Americans for thousands of years. As such, the City routinely coordinates with local tribes that have expressed interest in development in the City which satisfies State and Federal requirements. Therefore, future projects must

coordinate with the City to determine if project implementation would result in tribal cultural impacts.

Ethnographic Setting[1]

The City of Eastvale is located in an area with a cultural background that begins with Native American occupation and use of the area going back at least 10,000 years. Several chronologies based on archaeological finds are used to divide different periods of prehistoric cultural habitation and development, the most common of which divides human occupation of southern California into five broad periods: the Paleoindian Period (10,000 years before present [BP] to 8000 BP), the Early Period or Millingstone Horizon (8000 BP to 3000 BP), the Middle Period or Intermediate Horizon (3000 BP to AD 1000), the Late Prehistoric Period (AD 1000 to 1770), and the Historic Period (AD 1770 to present).

Different patterns and types of material culture distinguish each of these periods. Large fluted or leaf-shaped projectile points from the Paleoindian Period indicate a reliance on hunting large animals. Human diet probably included smaller game and harvested plants. Sites representing this period have been found mostly inland at prehistoric lake-beds (i.e., China Lake, Tulare Lake). The Early Period or Millingstone Horizon is characterized by the widespread adoption of millingstones including metates and manos used in the preparation of plant and seed-based foods. Subsistence on terrestrial game supplemented the diet of people during this time. During the Middle Period or Intermediate Horizon, subsistence expanded to a greater diversity of plant and animal foods. Tools used during this period included mortars and pestles likely indicating a new reliance on hard nut foods like acorn. During the Late Prehistoric Period, the Tongva (Gabrielieño), Cahuilla, and Payómkawichum (Luiseño) used many areas throughout much of the Project landscape within present Riverside County. Villages among these groups were permanent to semi-permanent, with seasonal camps. There were trade networks linking the coast, Channel Islands, mountains, and inland valleys which became more complex and significant in shaping cultural practices.

The incursion of Spanish, Mexican, and later Americans would force Native American relocations. Families and individuals once part of distinct and separate groups were forced into the mission system and renamed for their corresponding mission: Gabrieleno's for Mission San Gabriel, Luiseños for Mission San Luis Rey, etc. The Cahuilla as a tribe, however, were never part of the mission system.

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[1] EnviroPro Consulting LLC, *Phase I Cultural Resources Survey Proposed Retail Development No. PLN18-20031 Northwest Corner of Archibald Avenue and Chandler Street*, October 17, 2018.

REGULATORY FRAMEWORK

Federal

National Historic Preservation Act of 1966

Enacted in 1966 and amended most recently in 2014, the National Historic Preservation Act (NHPA) established a partnership between the Federal government and State, tribal, and local governments that is supported by Federal funding for preservation activities. The NHPA authorized the expansion and maintenance of the National Register of Historic Places (NRHP), provided for the designation of a State Historic Preservation Officer in each State, the designation of State historic preservation review boards, and created the Advisory Council on Historic Preservation (ACHP). The NHPA also set up a mechanism to certify local governments to carry out the goals of the NHPA and assists Native American tribes in preserving their cultural heritage.

National Register of Historic Places

The NHPA describes the required process to identify historic properties, including consultation with Federally recognized Native American tribes to identify culturally important resources. Cultural resources may be considered eligible for listing in the National Register if they possess integrity of location, design, setting, materials, workmanship, feeling and association, and meet one of the following criteria A through D:

A. Are associated with events that have made a significant contribution to the broad patterns of our history; or

B. Are associated with the lives of persons significant in our past; or

C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. Have yielded or may be likely to yield, information important in prehistory or history.

State

California Public Resources Code

Archaeological resources are protected pursuant to various State policies and regulations detailed in the California Public Resources Code (PRC). PRC Sections 5097.9 to 5097.991 provide protection to Native American historical and cultural resources and sacred sites, and identify the

powers and duties of the Native American Heritage Commission (NAHC). These sections also require notification of the discovery of Native American human remains to the most likely descendant, and provide for the treatment of human remains and associated grave goods. PRC Section 21074 defines tribal cultural resources as described below.

(a) "Tribal cultural resources" are either of the following:

1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

A) Included or determined to be eligible for inclusion in the California Register.

B) Included in a local register of historical resources as defined in PRC Section 5020.1(k).

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c) for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe.

(b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

(c) A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "nonunique archaeological resource" as defined in PRC Section 21083.2(h) may also be a tribal cultural resource if it conforms with the criteria of Section 21083.2(a).

<u>California Register of Historical Resources (CRHR)</u>

According to PRC Section 5020.1(j), a historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. The CRHR was established as an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change pursuant to PRC Section 5024.1(a). Criteria for listing a resource in the CRHR were developed to be in accordance with the established criteria for listing in the National Register. According to PRC Sections

5024.1(c)(1)–(4), a resource is considered historically significant if it meets any of the following criteria:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2. Is associated with the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Historical resources eligible for the CRHR must also retain sufficient integrity as defined in California Code of Regulations (CCR) Title 14, Division 3, Chapter 11.5, Section 4852(c). According to 14 CCR, Division 3, Chapter 11.5, Section 4852(d)(2), a resource may be considered for listing in the CRHR if it can be demonstrated that sufficient time has passed to understand its historical importance. Additionally, pursuant to PRC 5024.1(d)(2), resources listed in, or formally determined eligible for listing in the National Register of Historic Resources are automatically listed in the CRHR, as well as California Registered Historical Landmarks numbers 770 onward.

Senate Bill 18

SB 18, signed into law in 2004, requires that local governments, such as cities and counties, notify and consult with the NAHC and California Native American tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural places. Cities and counties must notify California Native American tribes that the NAHC has identified as having traditional lands located within the city or county boundaries, of proposed general plans, general plan amendments, specific plans, and specific plan amendments. As part of the planning process, California Native American tribes must be given the opportunity to consult with the lead agency for the purpose of identifying, preserving, and mitigating impacts to cultural places.

Assembly Bill 52

California AB 52 (2014) established a formal consultation process for California tribes in the CEQA process. The bill specifies that any project that may affect or cause a substantial adverse change to the significance of a tribal cultural resource would require a lead agency to "begin consultation with a California Native American tribe that is traditional and culturally affiliated with the geographic area of the proposed project." A tribal cultural resource is defined as a site, feature, place, cultural landscape, sacred place, or object with cultural value to a California Native American tribe that is:

- Listed or eligible for listing in the California Register of Historical Resources or a local register of historical resources;
- Determined by the lead agency to be significant pursuant to criteria set forth in PRC Section 5024.1;
- A geographically defined cultural landscape that meets one or more of these criteria; or
- A historical resource described in PRC Section 21084.1, a unique archaeological resource described in PRC Section 21083.2, or is a non-unique archaeological resource if it conforms with the above criteria.

AB 52 provides guidance for consultation between California Native American tribes and lead agencies to address potential impacts of development activities on known or unknown tribal cultural resources and to identify appropriate mitigation for such impacts. PRC Section 21074(a) defines tribal cultural resources, indicating that a project having the potential to cause a substantial adverse change to a tribal cultural resource is a project that may have an adverse environmental effect.

Under AB 52, tribes that wish to be notified of projects subject to CEQA are to send a letter to the lead agency making it known they wish to be notified. The City is then obligated to send notifications inviting consultation to the requesting tribe for all subsequent projects subject to CEQA.

California Native American Graves Protection and Repatriation Act

The California Native American Graves Protection and Repatriation Act (25 U.S. Code 3001 et seq.) was enacted in 2001. Pursuant to the act, Federal and State institutions and museums that receive Federal funding and having possession or responsibility for collections of human remains or cultural artifacts are required to return Native American cultural items to their respective peoples. In addition, the act establishes a program of Federal grants to assist in the repatriation process and authorizes the Secretary of the Interior to assess civil penalties on museums that fail to comply.

California Health and Safety Code Sections 7050.5, 7051, and 7054

California Health and Safety Code Sections 7050.5, 7051, and 7054 collectively address the illegality of interference with human burial remains as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction and establishes procedures to be implemented if Native American

skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

Local

There are currently no local ordinances regarding tribal cultural resources. Consideration to tribal cultural resources at the City-level is implemented through preapplication review of proposed projects and CEQA. Please refer to the "Project Impacts and Mitigation" subsection below for discussion of proposed Eastvale 2040 General Plan policies relevant to tribal cultural resources.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to tribal cultural resources if it would:

1. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of 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 PRC Section 5020.1(k), or
    - 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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

PROJECT IMPACTS AND MITIGATION

TRIBAL CULTURAL RESOURCES

Impact 3.12-1 **The project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of 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), or,

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 PRC Section 5024.1. In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. Impacts would be less than significant.

In compliance with AB 52, the City of Eastvale distributed letters notifying each tribe that requested to be on the City's list for the purposes of AB 52 of the opportunity to consult with the City regarding the proposed project. The letters were distributed by certified mail and tribes had 30 days to respond to the City's request for consultation. The Gabrielieño Tongva Indians of California responded on August 2, 2022 and declined consultation. The Agua Caliente Band of Cahuilla Indians responded on August 16, 2022 and declined consultation. The Gabrieleño Band of Mission Indians-Kizh Nation responded on August 16, 2022 and declined consultation for the Eastvale 2040 General Plan, but requested to be consulted for future ground-disturbing development projects within the City. The Rincon Band of Luiseño Indians responded on August 22, 2022 and declined consultation. Further, as discussed in Section 3.3, no historic resources listed or eligible for listing in a State or local register of historical resources are located within the City of Eastvale. Therefore, no impacts related to historic tribal cultural resources defined in Public Resources Code Section 5020.1(k) would occur. Adoption of the Eastvale 2040 General Plan would not directly affect tribal cultural resources in this regard.

Although site-specific development proposals are not available at this time, the potential exists that grading and construction activities associated with future development could unearth previously unrecorded tribal cultural resources during ground disturbing activities based on the City's location between three Native American traditional territories (the Serrano of the San

Bernardino Mountains, the Luiseño of the Perris-Elsinore region, and the Gabrielino of the San Gabriel Valley).

Tribal cultural resources are protected by a wide array of State regulations under the California PRC; refer to the "Regulatory Framework" section above. Tribal cultural resources are also recognized as nonrenewable and therefore receive protection under the California PRC and CEQA. In accordance with Eastvale Municipal Code Section 110.52.060, the City would review any major environmental issues associated with the individual development proposals, including the project's potential to impact tribal cultural resources. Future site specific development proposals subject to CEQA would also be required to undergo government-to-government consultation in accordance with AB 52 requirements, and would be required to adhere to State and Federal regulations, as well as project-specific mitigation measures to reduce impacts to tribal cultural resources.

To further protect tribal cultural resources, the proposed Eastvale 2040 General Plan Open Space and Conservation Element and Natural Resources Element include the following policies:

Policy CO-5.2 Protect the community's water quality, wildlife diversity, and cultural and aesthetic characters.

Policy CO-6.1 Develop management strategies to preserve the memory of important historic periods.

Policy CO-6.4 Preserve cultural resources within the City by requiring a Phase I Cultural Resources Assessment for new development proposals which occur on native (e.g. ungraded, undeveloped) soils.

Policy NR-5.2 Prioritize conservation actions that demonstrate multiple resource preservation benefits, such as biology, climate change adaptation and resiliency, hydrology, cultural, scenic, and community character.

With implementation of applicable State regulations, proposed Eastvale 2040 General Plan policies, and the AB 52 process, impacts to tribal cultural resources would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

CUMULATIVE IMPACTS

Impact 3.12-2 **The project would not result in cumulative impacts related to tribal cultural resources. Impacts would be less than cumulatively considerable.**

Impacts to tribal cultural resources are site-specific and generally do not combine to result in cumulative impacts. As discussed, the Eastvale 2040 General Plan does not propose development, but is a regulatory document that sets the framework for future development and redevelopment in the City. As such, adoption of the proposed Eastvale 2040 General Plan would not result in direct impacts to the significance of a tribal cultural resource.

Subsequent projects as a result of implementation of the land use plans and policies within the Eastvale 2040 General Plan could have the potential to impact tribal cultural resources. However, as with the proposed project, future development would be subject to a preapplication review process. This would allow the City to determine any potentially significant environmental impacts and require technical studies, as necessary. In addition, in accordance with AB 52, the City would be required to notify local tribes for the opportunity to consult and propose mitigation measures. These procedures and requirements would allow for site-specific analysis and mitigation, which would reduce the potential for adverse impacts on tribal cultural resources both individually and cumulatively. Therefore, cumulative impacts to tribal cultural resources would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

Section 3.13
Utilities and Service Systems

This section addresses potential utilities and service systems impacts that may result from construction and/or operation of the proposed project.

ENVIRONMENTAL SETTING

Water

The Jurupa Community Services District (JCSD) provides water service to an approximately 40.5 square-mile service area covering the entirety of Eastvale and a majority of Jurupa Valley in western Riverside County. As of 2020, JCSD delivered water to approximately 33,000 municipal service connections, serving approximately 141,600 people.[1]

JCSD's water supply is primarily sourced from groundwater production from the adjudicated Chino and Riverside-Arlington Groundwater Basins. In addition to groundwater, JCSD also purchases desalted water from the Chino Desalter Authority and treated domestic water from the Rubidoux Community Services District.[2]

In 2020, JCSD obtained its total water supply from 18 potable and 7 non-potable wells in the Chino Basin and an additional 2 percent of its supply from two non-potable wells in the Riverside-Arlington Basin and the Chino Basin. JCSD also imported/purchased approximately 39 percent of its total water supply the Chino Desalter Authority (CDA). JCSD has extraction rights from the adjudicated Chino Basin under the 1978 *Chino Basin Municipal Water District v. City of Chino et al.* judgement (1978 Judgment). Similarly, the portion of the Riverside-Arlington Basin underlying JCSD's service area is adjudicated under the 1969 Western-San Bernardino Judgment.[3]

While not presently part of its supply portfolio, JCSD has been pursuing opportunities to supply recycled water from the Western Riverside County Regional Wastewater Authority (WRCRWA) plant for irrigation and other non-potable uses in its service area.

Table 3.13-1, *JCSD Water Supplies - Current and Projected*, summarizes JCSD's current and projected water supplies.

[1] Albert A. Webb Associates, Jurupa Community Services District, *2020 Water Master Plan*, June 2021.

[2] Jurupa Community Services District, *About Your Water*, https://www.jcsd.us/customers/about-your-water, accessed June 30, 2023.

[3] Albert A. Webb Associates, Jurupa Community Services District, *2020 Urban Water Management Plan*, June 28, 2021.

Table 3.13-1: JCSD Water Supplies – Current and Projected

Water Supplies (AFY)	2020[1]	2025	2030	2035	2040	2045
Potable						
Chino Basin – Potable Wells	11,029	14,000	18,000	18,000	18,000	18,000
Purchased Groundwater – Chino Desalter Authority	11,414	11,733	11,733	11,733	11,733	11,733
Purchased Groundwater – Rubidoux Community Services District	-	2,000	2,000	2,000	2,000	2,000
Purchased Water – Cucamonga Valley Water District	-	6,000	6,000	6,000	6,000	6,000
Purchased Water – Western Municipal Water District	3,446	4,000	4,000	4,000	4,000	4,000
Desalinated Water Agreement with City of Ontario	1,446	2,000	0	0	0	0
Transfers	1,170	1,200	1,200	1,200	1,200	1,200
Recycled Water	-	660	660	660	660	660
Other	767	500	500	500	500	500
Supply Total	**29,372**	**42,093**	**44,093**	**44,093**	**44,093**	**44,093**

1. Actual supplies in 2020.
AFY = acre feet per year; JCSD = Jurupa Community Services District
Source: Albert A Webb Associates, Jurupa Community Services District 2020 Urban Water Management Plan, June 28, 2021.

Water Demand

The JCSD 2020 Urban Water Management Plan (UWMP) details water demand from 2010 to 2019 by sector, including single-family residential, multi-family residential, commercial/institutional, industrial, and landscape irrigation. After peaking at 27,508 acre-feet (AF) in 2013, water demand lessened between 2014 and 2019. This demand reduction is attributed primarily to conservation measures instituted during the multi-year drought and new meter installations across the JCSD service area, which reduced system losses substantially. However, demand peaked again in 2020, with 29,372 acre-feet.[4]

The 2020 UWMP projects future water demand through 2045. The capacity rate study used information from the JCSD Development Status Map, which identifies active and inactive residential and non-residential development, and applied annual water demand factors from JCSD's draft Summary Master Water Plan for future land uses in the JCSD service area. Table 3.13-

[4] Ibid.

2, *Current and Projected Demands for Potable and Raw Water*, shows JCSD's projected demands by sector, as stated in the 2020 UWMP.

Table 3.13-2: Current and Projected Demands for Potable and Raw Water

Use Type	2020	2025	2030	2035	2040	2045
Single Family	17,300	18,551	20,082	21,174	22,375	22,375
Multi-Family	1,323	1,606	1,731	1,821	1,919	1,919
Commercial	2,282	2,251	2,451	2,595	2,752	2,752
Industrial	675	722	782	825	872	872
Landscape	2,945	3,007	3,258	3,437	3,634	3,634
Other Potable (Hydrants)	190	210	228	241	254	254
Sales	1,658	1,200	1,200	1,200	1,200	1,200
Potable Losses[1]	2,133	328	328	328	328	328
Non-Potable Landscape	627	96	231	328	434	434
Non-Potable Losses	140	2,255	2,444	2,578	2,726	2,726
Demand Total	**29,272**	**30,865**	**33,375**	**35,165**	**37,135**	**37,135**

Units in acre feet per year (AFY)
Note: Demand projections assume a two percent annual growth.
1 Losses are equal to five percent of annual demand.
Source: Albert A Webb Associates, Jurupa Community Services District 2020 Urban Water Management Plan, Tables 4-2 and 4-3, June 28, 2021.

Dry Year Projections

JCSD estimates future water supply availability under single- and multiple-dry year scenarios. Given the adjudication of the groundwater basins upon which it depends, JCSD assumes 100 percent of its supplies would remain available during both single and multiple-dry year scenarios. JCSD projects multiple-dry year demand based on measured water use data from the multi-year drought extending from 2012 through 2015. JCSD assumes the first dry year would result in no change in demand, followed by a 5 percent reduction in demand in the second dry year, a ten percent reduction in the third dry year, and a 20 percent reduction in the fourth dry year as increasingly stringent conservation measures are implemented. Table 3.13-3, *Supply and Demand in Multiple Dry Years*, summarizes JCSD's multiple-dry year supply and demand through 2040. Under all scenarios for all years, demand remains below anticipated supply.

Table 3.13-3: Supply and Demand in Multiple Dry Years

Year-Type	2025	2030	2035	2040	2045
First Dry Year					
First Dry Year Supply	41,883	43,608	43,432	43,255	43,079
First Dry Year Demand	31,462	34,443	36,470	38,702	38,928
Excess Supply	10,420	9,165	6,962	4,554	4,150
Second Dry Year					
Second Dry Year Supply	41,883	43,608	43,432	43,255	43,079
Second Dry Year Demand	28,316	30,999	32,823	34,832	35,036
Excess Supply	13,567	12,609	10,609	8,424	8,043
Third Dry Year					
Third Dry Year Supply	41,883	43,608	43,432	43,255	43,079
Third Dry Year Demand	25,170	27,554	29,176	30,961	31,143
Excess Supply	16,713	16,054	14,256	12,294	11,936
Fourth Dry Year					
Fourth Dry Year Supply	41,883	43,608	43,432	43,255	43,079
Fourth Dry Year Demand	22,024	24,110	25,529	27,091	27,250
Excess Supply	19,859	19,498	17,903	16,164	15,829
Fifth Dry Year					
Fifth Dry Year Supply	41,883	43,608	43,432	43,255	43,079
Fifth Dry Year Demand	18,877	20,666	21,882	23,221	23,357
Excess Supply	23,005	22,942	21,550	20,034	19,722

Units in acre feet per year (AFY)
Source: Albert A Webb Associates, Jurupa Community Services District 2020 Urban Water Management Plan, Table 7-4, June 28, 2021.

Wastewater

JCSD provides sewer service in its service area, including Eastvale, via a collection system consisting of approximately 370 miles of collection pipelines, nine active lift stations, and two standby lift stations.[5] Wastewater collected within the JCSD service area is treated at three wastewater treatment plants: City of Riverside Regional Water Quality Control Plant (WQCP), the Orange County Sanitation District Fountain Valley Plant via the Inland Empire Brine Line, and the WRCRWA plant.

[5] Jurupa Community Services District, *Sewer System Management Plan*, July 22, 2019.

As of 2016, JCSD discharged its maximum allowable flow of 3.25 million gallons per day (MGD) into the WRCRWA treatment plant. Consequently, the WRCRWA treatment capacity and related assets are not available for growth and their value will not be allocated to the Sewer Capacity Charge. The district also had 4 MGD of capacity rights at the Riverside's WQCP, leaving 0.75 MGD available for growth. In total, it is estimated that there will be a wastewater treatment capacity for 20,455 new equivalent dwelling units in the JCSD.

JCSD does not currently have a recycled water distribution system or access to recycled water. To the extent feasible, if and when recycled water is available to JCSD, this water will be offered to JCSD customers. However, the District is planning to replace some potable water use with recycled water to meet the demands of future irrigation needs. JCSD has a current Federal and State grant application in conjunction with the Inland Empire Utilities Agency (IEUA) for the construction of both regional and local recycled water infrastructure. This will allow JCSD to utilize its own recycled water generated from the WRCRWA facility for both groundwater recharge and direct non-potable application.

Stormwater Facilities

Stormwater conveyance facilities in Eastvale are maintained by the City of Eastvale and Riverside County Flood Control and Water Conservation District (RCFCWCD). The County Line Channel on the northern border of Eastvale is maintained by San Bernardino County Flood Control District, and the Cucamonga Creek channel, which runs through the northwest portion of the City, is under the jurisdiction of the U.S. Army Corps of Engineers (USACE).

The City of Eastvale is listed as a co-permittee for the Riverside County National Pollutant Discharge Elimination System (NPDES) Permit (renewed 2018) and is bound to comply with all the aspects of the permit requirements. The City has adopted an ordinance that addresses non-storm water discharges that are not allowed into the City's storm water system in Title 14 of Eastvale’s Municipal Code. The State permit regulations and the City ordinance affect residential, industrial, commercial, and construction sites and/or projects.

Electricity

Southern California Edison (SCE) provides electricity to Eastvale, and SCE maintains substations and distribution lines in the region.

Natural Gas

Southern California Gas (SoCalGas) provides natural gas service to approximately six million residential and business customers across 20,000 square miles of southern California, including Eastvale.

Telecommunications Facilities

Telecommunications facilities are not currently provided on the project site. The major service providers that serve the City and their coverages are listed below:

- AT&T Fiber – 67.6% Availability (Fiber)
- Spectrum – 99.9% Availability (Cable)
- T-Mobile – 100% Availability (5G, Internet)
- Viasat – 100.0% Availability (Satellite)
- HughesNet – 100.0% Availability (Satellite)
- Frontier – 10.2% Availability (Fiber)
- Earthlink – 81.8% Availability (Fiber, 5G)

Solid Waste Disposal

Solid waste collection, transport, and disposal are handled by a contracted private firm that hauls collected materials to several regional landfills and materials recovery facilities. Waste Management (WM) is the City's franchise hauler for refuse, recycling, and organic materials. In accordance with State recycling and disposal laws, Eastvale residents are provided with three 96-gallon carts; one for regular trash, one for commingled recyclables, and one for organics (food and green waste). All trash, organics, and recyclables are collected on the same service day once a week.[6] Solid waste collected in northwestern Riverside County is taken to one of three sanitary landfills: Badlands, El Sobrante, or Lamb Canyon. The Robert A. Nelson Transfer Station is used by waste haulers in the region to reduce the loads and distances necessary to transport waste to sanitary landfills. The Badlands Landfill is a regional municipal solid waste landfill that is owned and operated by Riverside County. The landfill has a total estimated permitted capacity of 82,300,000 cubic yards with a remaining estimated capacity of 7,800,000 cubic yards. The landfill has an estimated closure year of 2059.[7] The El Sobrante Landfill is a Riverside County regional municipal solid waste landfill located at 10910 Dawson Canyon Road. The landfill is privately owned and operated by USA Waste Services of California, Inc., a subsidiary of Waste Management, Inc. The landfill has a total estimated permitted capacity of 209,910,000 cubic

[6] City of Eastvale, *Recycling and Waste Disposal*, https://www.eastvaleca.gov/services/recycling-and-waste-disposal, accessed June 30, 2023.

[7] California Department of Resources Recycling and Recovery, *Solid Waste Information System Facility Detail, Badlands Sanitary Landfill (33-AA-0006),* https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/2245?siteID=2367, accessed June 30, 2023.

yards and an estimated remaining capacity of 143,977,170 cubic yards. The landfill has an estimated closure year of 2051.[8] The Lamb Canyon Landfill, owned and operated by Riverside County, is located between the cities of Beaumont and San Jacinto. The landfill has a total estimated permitted capacity of 39,681,513 cubic yards with a remaining estimated capacity of 19,242,950 cubic yards. The landfill has an estimated closure year of 2032.[9]

REGULATORY FRAMEWORK

Federal

Clean Water Act

The Federal Clean Water Act (CWA), enacted by Congress in 1972 and amended several times since, is the primary Federal law regulating water quality in the United States and forms the basis for several State and local laws throughout the country. The CWA established the basic structure for regulating discharges of pollutants into the waters of the United States. The CWA gave the U.S. Environmental Protection Agency (USEPA) the authority to implement Federal pollution control programs, such as setting water quality standards for contaminants in surface water, establishing wastewater and effluent discharge limits for various industry contaminants in surface water, establishing wastewater and effluent discharge limits for various industry categories, and imposing requirements for controlling nonpoint-source pollution. At the Federal level, the CWA is administered by the USEPA and USACE. At the State and regional levels in California, the act is administered and enforced by the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs).

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act of 1976 (Title 40 of the Code of Federal Regulations), Part 258, contains regulations for municipal solid waste landfills and requires states to implement their own permitting programs incorporating the Federal landfill criteria. The Federal regulations address the location, operation, design (liners, leachate collection, runoff control, etc.), groundwater monitoring, and closure of landfills.

[8] California Department of Resources Recycling and Recovery, *Solid Waste Information System Facility Detail*, *El Sobrante Landfill (33-AA-0217)*, https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2402, accessed June 27, 2023.

[9] California Department of Resources Recycling and Recovery, *Solid Waste Information System Facility Detail*, *Lamb Canyon Sanitary Landfill (33-AA-0007),* https://www2.calrecycle.ca.gov/SolidWaste/Site/Summary/2368. Accessed June 27, 2023.

State

Safe Water Drinking Act

The Safe Drinking Water Act (SDWA) regulates public water systems that supply drinking water (42 USC Section 300(f) et seq.; 40 CFR Section 141 et seq). The principal objective of the Federal SDWA is to ensure that water from the tap is potable (safe and satisfactory for drinking, cooking, and hygiene). The main components of the Federal SDWA are to:

- Ensure that water from the tap is potable
- Prevent contamination of groundwater aquifers that are the main source of drinking water for a community
- Regulate the discharge of wastes into underground injection wells pursuant to the Underground Injection Control program (see 40 CFR Section 144)
- Regulate distribution systems

State Water Resources Control Board

Created by the California legislature in 1967, the five-member SWRCB allocates water rights, adjudicates water right disputes, develops statewide water protection plans, establishes water quality standards, and guides the nine RWQCBs located in the major watersheds of the State. The joint authority of water allocation and water quality protection enables the SWRCB to provide comprehensive protection for California's waters. The SWRCB is responsible for implementing the Clean Water Act and issues National Pollutant Discharge Elimination System (NPDES) permits to cities and counties through the RWQCBs. Eastvale lies within the jurisdiction of the Santa Ana RWQCB (Region 8).

California Urban Water Management Planning Act

In 1983, the State Legislature enacted the Urban Water Management Planning Act (California Water Code Sections 10610–10656), which requires specified urban water suppliers in the State to prepare an UWMP and update it every 5 years. State and local agencies and the public frequently use such plans to determine if agencies are planning adequately to reliably meet water demand in various service areas. As such, the plans serve as an important element in documenting water supply availability and reliability for compliance with State laws, including Senate Bill (SB) 610 and SB 221, which link water supply sufficiency to large land-use development project approvals. Urban water suppliers also must prepare such plans, pursuant to the Urban Water Management Planning Act, to be eligible for State funding and drought assistance.

Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 urban connections is required to assess the reliability of its water sources over a 20-year planning horizon. Each supplier must report its progress on a 20 percent reduction in per capita urban water consumption by the year 2020, as required in the Water Conservation Act of 2009 (SB X7-7).

The State's urban water suppliers prepare UWMPs to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. The UWMPs include information on water usage, water supply sources, and water reliability planning. They also may provide implementation schedules to meet projected demands over a planning horizon, a description of opportunities for new development of desalinated water, groundwater information (where groundwater is identified as an existing or planned water source), a description of water quality over the planning horizon, and identification of water management tools that maximize local resources and minimize imported water supplies. A UWMP's water supply analysis includes a water supply reliability assessment, water shortage contingency plan, and development of a plan in case of an interruption in water supply.

The plans must be prepared every 5 years and submitted to the California Department of Water Resources (DWR). DWR staff then reviews the submitted plans to make sure they have completed the requirements identified in the Water Code, then submits a report to the State Legislature summarizing the status of the plans.

Senate Bill 221

Enacted in 2001, SB 221 (Government Code Sections 66455.3 and 66473.7) requires that the legislative body of a city or county which is empowered to approve, disapprove, or conditionally approve a subdivision map must condition such approval upon proof of sufficient water supply. The term *sufficient water supply* is defined in SB 221 as the total water supplies available during normal, single dry, and multiple dry water years within a 20-year projection that would meet the projected demand associated with a proposed subdivision. The definition also includes the requirement that sufficient water encompasses not only the project but also existing and planned future uses, including, but not limited to, agricultural and industrial uses.

California Water Recycling Standards

The State Legislature has developed requirements for the production, discharge, distribution, and use of recycled water. These requirements are contained in the California Code of Regulations, Title 22, Division 4, Chapter 3, Reclamation Criteria, Sections 60301 through 60475, and Title 17. The California Department of Public Health administers the State recycling water standards.

California Integrated Waste Management Act

Assembly Bill (AB) 939 established the California Integrated Waste Management Act of 1989 (Public Resources Code Sections 42900–42927) which required all California cities and counties to reduce the volume of solid waste deposited in landfills by 50 percent by the year 2000. It also requires that cities and counties continue to remain at 50 percent or higher for each subsequent year. The act is intended to reduce, recycle, and reuse solid waste generated to the maximum extent feasible.

The act requires each California city and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction consistent with the following hierarchy: (1) source reduction; (2) recycling and composting; and (3) environmentally safe transformation and land disposal. The SRRE is required to emphasize and maximize the use of all feasible source reduction, recycling, and composting options to reduce the amount of solid waste to be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302).

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24)

In 1978, the California Energy Commission (CEC) established the Building Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6), commonly referred to as Title 24, California's energy efficiency standards for residential and nonresidential buildings, in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and provide energy efficiency standards for residential and nonresidential buildings. Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The 2022 Title 24 standards encourage efficient electric heat pumps, establish electric-ready requirements for new homes, expand solar photovoltaic and battery storage standards, and strengthen ventilation standards. Buildings whose permit applications are applied for on or after January 1, 2023, must comply with the 2022 Title 24 standards.

Additionally, the California Green Building Standards Code (CALGreen) (California Code of Regulations, Title 24, Part 11) is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and

commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt which encourage or require additional measures in the five green building topics. CALGreen requires new buildings to reduce water consumption by 20 percent, divert 50 percent of construction waste from landfills, and install low pollutant-emitting materials.

Assembly Bill (AB) 827 Commercial and Organic Waste Recycling Bins

Effective July 1, 2020, AB 827 requires that food establishments that provide trash containers for products purchased and consumed on the premises to also provide properly labeled containers for recyclables and organic waste (food waste). These containers must be placed adjacent to trash containers. The new law applies to limited-service restaurants such as those restaurants where customers order and pay at the counter and bus their own tables after eating. The law will affect restaurants, malls, and other businesses that serve food. Full-service food establishments that do not provide access to trash containers for products consumed on the premises will be exempt.

Local

Updated Integrated Regional Water Management Plan Report

Western Municipal Water District (WMWD) published the Updated Integrated Regional Water Management Plan Report (IRWMP) in May 2008 and includes JCSD as a designated stakeholder. While the IRWMP focuses on long-range water planning needs in WMWD's service area, the document includes a regional-scale assessment of water planning efforts, infrastructure, and pending studies and projects. The IRWMP also discusses regional water management efforts in the context of other applicable water and environmental regional plans, such as the Santa Ana Watershed Project Authority's One Water-One Watershed Program and the Multi-Species Habitat Conservation Plan.[10]

Jurupa Community Services District 2020 Urban Water Management Plan

The California Water Code, Division 6, Part 2.6, Section 10610 et. seq. (California Urban Water Management Planning Act) requires any municipal water supplier serving over 3,000 connections or 3,000 AFY to prepare a UWMP. JCSD's 2020 UWMP characterizes historical water supplies and use, projects future demand and supply through 2045, and identifies supply augmentation projects and programs, cumulative water demand projections, and water shortage contingency

[10] Western Municipal Water District, *Updated Integrated Regional Water Management Plan Report*, May 2008.

plans. Supply and demand projections are included for normal, single-dry, and multiple-dry year scenarios.[11]

JCSD also requires developers to obtain a Water/Sewer Availability letter for all projects that involve water and/or sewer services within the district's boundaries. This includes a deposit for either Parcel Maps or Tract Maps, feedback if needed, and a request for approval to the Board of Directors. Other services JCSD provides include plan-check review services.

Jurupa Community Services District Sewer Master Plan

JCSD's Sewer Master Plan was adopted in 2019. The Sewer Master Plan estimates wastewater generation for uses within the service district. These estimates are used to predict ultimate treatment plant capacity and estimate the project cost of adding and/or purchasing treatment plant capacity. The plan also provides a preliminary sewer project implementation schedule.

Municipal Regional Stormwater NPDES Permit

On January 29, 2010, the Santa Ana RWQCB adopted Order R8-2010-0033, as amended by Order R8-20130024 (NPDES Permit and Waste Discharge Requirements for the Riverside County Flood Control and Water Conservation District, the County of Riverside, and the Incorporated Cities of Riverside County within the Santa Ana Region) otherwise known as the municipal separate storm sewer system (MS4) permit. Eastvale was added as a co-permittee under the Riverside County MS4 permit in the 2013 amendment. One component of the MS4 permit requires the development of site-specific WQMPs for new development and significant redevelopment projects. WQMPs include site design, source control, and treatment elements to reduce stormwater pollution from urban runoff.

On April 7, 2015, the Santa Ana RWQCB adopted statewide Trash Provisions to address impacts of trash on surface waters in the region. The Trash Provisions outline additional requirements for co-permittees under the MS4 permit, including either installation of Full Capture Systems for all storm drains capturing runoff from priority land uses, or a combination of full capture systems, multi-benefit projects, treatment controls, and/or institutional controls to reduce trash accumulation in surface waters.

Riverside County Drainage Area Management Plan

The Riverside County Drainage Area Management Plan (DAMP), developed by the RCFCWCD and other co-permittees to the MS4 Permit, outlines programs and policies to manage urban runoff (Riverside County 2017a). The DAMP includes development review procedures for co-permittees,

[11] Ibid.

requires construction best management practices (BMPs) and inspection frequency, annual reporting and evaluation framework, and total maximum daily load (TMDL) implementation strategies. The DAMP is the primary document outlining compliance procedures for co-permittees to adhere to the requirements of the MS4 Permit in Riverside County.

STANDARDS OF SIGNIFICANCE

The following thresholds of significance are based on CEQA Guidelines Appendix G. For the purposes of this EIR, the Eastvale 2040 General Plan may have a significant adverse impact related to utilities and service systems if it would:

1. Require or result in the relocation or construction of new or expanded water or wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.
2. Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.
3. Result in a determination by the wastewater treatment provider which serves, or may serve, the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments.
4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.
5. Not comply with Federal, State, and local management and reduction statutes and regulations related to solid waste.

PROJECT IMPACTS AND MITIGATION

UTILITY FACILITIES

Impact 3.13-1	**The project would not require, or result in, the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. Impacts would be less than significant.**

The Eastvale 2040 General Plan does not include specific development plans or proposals but does facilitate the future development of residential and non-residential uses throughout the City. Future buildout activities may increase the demand for water, wastewater, stormwater,

electricity, natural gas, and telecommunications require and/or result in the relocation or construction of new or expanded utilities (i.e., water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunication facilities). It should be noted that feasible future development under the project is assumed to occur through 2040; thus, any increase in demand for new or expanded utilities would occur gradually as additional development and associated population growth is added to the project area. As concluded in Section 3.9, *Population and Housing*, future development associated with the project is not anticipated to directly or indirectly induce substantial unplanned population growth.

The actual need for new or expanded systems would be verified and dependent upon the provider's capacities at the time the entitlement application is submitted to the City. Where new or expanded systems/infrastructure or facilities would be warranted to ensure adequate capacity, environmental impacts would be associated with facility construction to the extent that its location, construction methods, and operations affect the site and surrounding land uses. Construction and operation of new systems/infrastructure or facilities would be subject to environmental review pursuant to CEQA to determine whether adverse physical effects on the environment would occur.

Development in the City is generally first scoped through a preapplication review per Eastvale Municipal Code Section 110.52.060. During this process, City staff would determine whether the proposed development has potential to impact utilities. Proposed Eastvale 2040 General Plan Policy LU-1.7, which requires that new development have adequate public services such as school capacity, parkland, water, wastewater, and storm drainage, would ensure that each new development would be adequately served by the City's utilities. In addition, Housing Element Policy HE-7.3 would encourage the City to proactively address future demand on infrastructure facilities to support existing and future housing needs.

With implementation of applicable Eastvale 2040 General Plan policies and the preapplication review process, impacts to utilities would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

WATER SUPPLY

Impact 3.13-2	**The project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Impacts would be less than significant.**

Eastvale is served by the JCSD for water services. Exhibit 3.13-1, *Existing Infrastructure (Water)*, shows the existing water infrastructure system. The current and planned sources of water, identified in Table 3.13-3, show that supply is anticipated to exceed demands through 2045 (beyond the project's buildout year). In addition, water conservation efforts by JCSD and the City will further ensure adequate water supplies are available to serve the project. As discussed, development in the City is generally first scoped through a preapplication review per Eastvale Municipal Code Section 110.52.060. During this process, City staff would determine whether the proposed development has potential to impact water supplies. JCSD would also review future development on a project-by-project basis through the District's Will-Serve process to ensure adequate water supplies are available. Future development would be required to comply with applicable JCSD regulations to connect to the JCSD water system. This would include the payment of a water connection fee to construct new water infrastructure and/or incremental expansions to the existing water system to accommodate individual development to preclude any impact of the development on the water system.[12]

In addition, proposed Eastvale 2040 General Plan Policy LU-1.7 would ensure that each new development would be adequately served by JCSD supplies. Housing Element Policy HE-7.3 would encourage the City to proactively address future demand on infrastructure facilities to support existing and future housing needs. With implementation of applicable Eastvale 2040 General Plan policies and the preapplication review/Will Serve process, impacts to water supply would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

[12] Jurupa Community services District, *Development Engineering Fees*, https://www.jcsd.us/business/development-engineering-fees, accessed June 30, 2023.

WASTEWATER TREATMENT CAPACITY

Impact 3.13-3	**The project would not result in a determination by the wastewater treatment provider which serves, or may serve, the project that the project has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments. Impacts would be less than significant.**

Refer to Impact 3.13-1. The project site is located in the service area of JCSD. Exhibit 3.13-2, *Existing Infrastructure (Sewer)*, shows the existing wastewater infrastructure system. Wastewater collected within the JCSD service area is treated at three wastewater treatment plants: City of Riverside Regional Water Quality Control Plant, the Orange County Sanitation District Fountain Valley Plant via the Inland Empire Brine Line, and the WRCRWA plant. In total, it is estimated that there will be a wastewater treatment capacity for 20,455 new equivalent dwelling units in the JCSD.

As discussed, development in the City is generally first scoped through a preapplication review per Eastvale Municipal Code Section 110.52.060. During this process, City staff would determine whether adequate sewer capacity and infrastructure exists to serve the proposed development. JCSD would also review future development on a project-by-project basis through the District's Will-Serve process to ensure adequate wastewater treatment is available. Future development would be required to comply with applicable JCSD regulations to connect to the JCSD sewer system. This would include the payment of a sewer connection fee to construct new wastewater treatment infrastructure and/or incremental expansions to the existing wastewater treatment system to accommodate individual development to preclude any impact of the development on the wastewater treatment system.

In addition, proposed Eastvale 2040 General Plan Policy LU-1.7 would ensure that each new development would be adequately served by JCSD wastewater treatment infrastructure. Housing Element Policy HE-7.3 would encourage the City to proactively address future demand on infrastructure facilities to support existing and future housing needs. With implementation of applicable Eastvale 2040 General Plan policies and the preapplication review/Will-Serve process, impacts regarding wastewater treatment would be **less than significant**.

Mitigation Measures: None required.

Level of Significance: Less than significant.

SOLID WASTE INFRASTRUCTURE CAPACITY AND REGULATIONS

Impact 3.13-4	**The project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Impacts would be less than significant.**
Impact 3.13-5	**The project would comply with Federal, State, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.**

Although the Eastvale 2040 General Plan does not include specific development proposals, it does facilitate the future development of residential and non-residential uses, which would result in increased generation of solid waste. Solid waste collected in northwestern Riverside County is taken to one of three sanitary landfills after being sorted at the Robert A. Nelson Transfer Station: Badlands, El Sobrante, or Lamb Canyon. These landfills have a combined remaining capacity of 171 million cubic yards to serve future development resulting from the proposed project.

Solid waste disposal services must follow Federal, State, and local statutes and regulations related to the collection of solid waste. Future development within the Planning Area would be required to comply with all applicable State and local waste diversion requirements, including AB 939, Senate Bill 1016, and the California Green Building Standards Code. Future implementing projects would also be subject to SB 1383. In September 2016, the State set methane emission reduction targets for California in SB 1383, intended as a statewide effort to reduce emissions of short-lived climate pollutants (like organic waste) in various sectors of California's economy. SB 1383 establishes statewide targets to reduce the amount of organic waste disposed of in landfills (50 percent reduction by 2020 and 75 percent by 2025). It also sets a goal to rescue at least 20 percent of currently disposed edible food by 2025 and redirect that food to people in need.

Therefore, project disposal requirements can be met by the existing landfills and the project would not generate solid waste in excess of State or local standards or in excess of the capacity of local infrastructure. Impacts would be **less than significant** in this regard.

Mitigation Measures: None required.

Level of Significance: Less than significant.

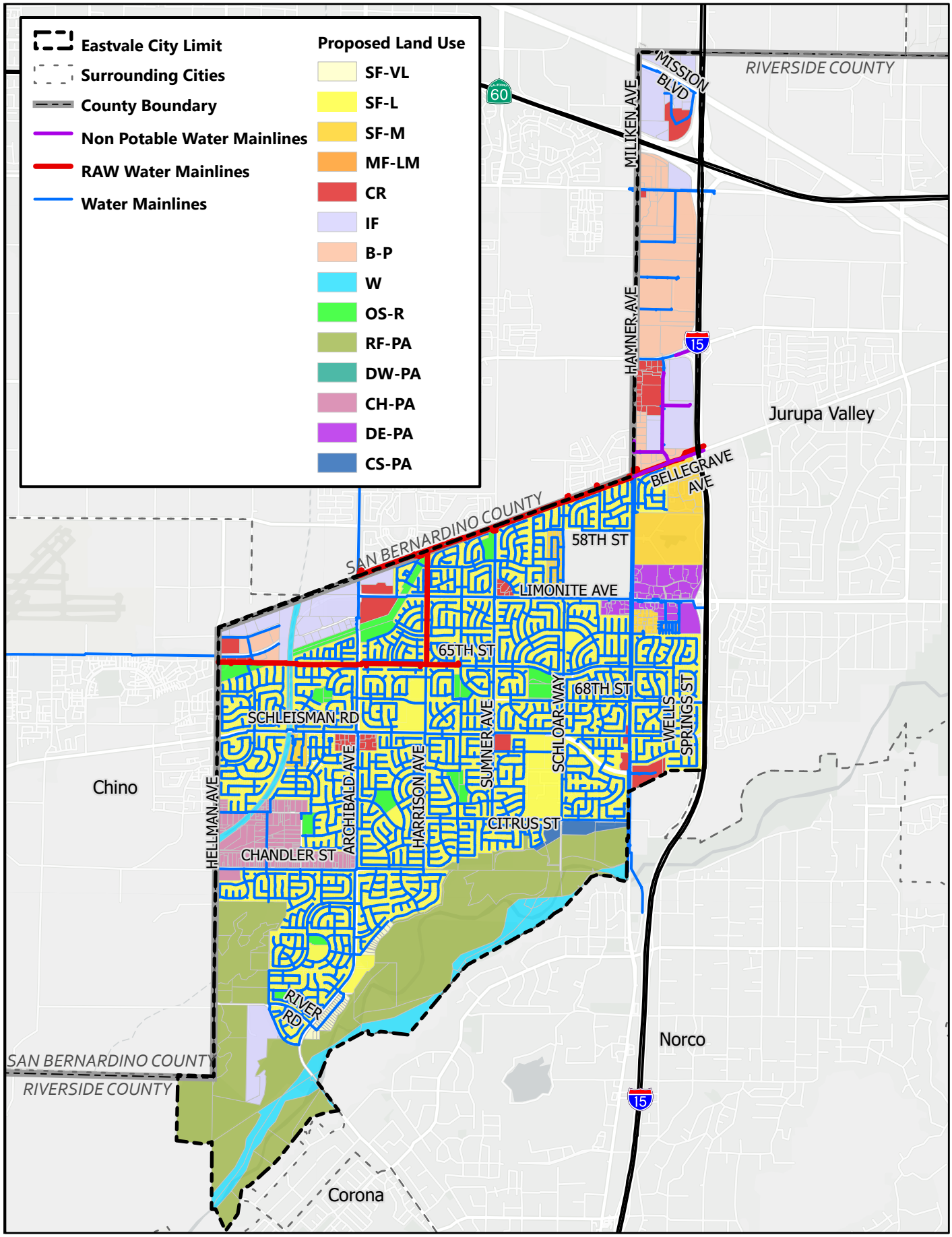
CUMULATIVE IMPACTS

Impact 3.13-6 **The project would not result in a significant cumulative impact related to utilities and service systems. Impacts would be less than cumulatively considerable.**

The Eastvale 2040 General Plan, in combination with existing and reasonably foreseeable future projects that utilize the same utilities and service systems as the proposed project, is not anticipated to overburden the respective wastewater, water, stormwater, natural gas, telecom, or solid waste providers, resulting in the need for upgraded or new facilities, the construction of which could result in significant environmental effects. Cumulative development occurring within the utility provider service areas would be subject to the payment of appropriate development impact fees and/or the construction of new or expanded public facilities on a project-by-project basis, and in accordance with applicable local, State, and Federal agency requirements, to avoid, reduce, and/or mitigate substantial increases in demand (and significant impacts) on utilities and service systems. Concerning solid waste disposal, the El Sobrante, Lamb Canyon, and Badlands Landfills have remaining capacity well into the future to accommodate the Eastvale 2040 General Plan and cumulative projects. Therefore, for the reasons stated above, the project would not contribute to a significant cumulative impact related to utilities and service systems. Cumulative impacts would be **less than cumulatively considerable.**

Mitigation Measures: None required.

Level of Significance: Less than significant.



EASTVALE 2040 Envision Our Future

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, JVCSD

EASTVALE GENERAL PLAN 2040

Existing Infrastructure (Water)

Exhibit 3.13-1

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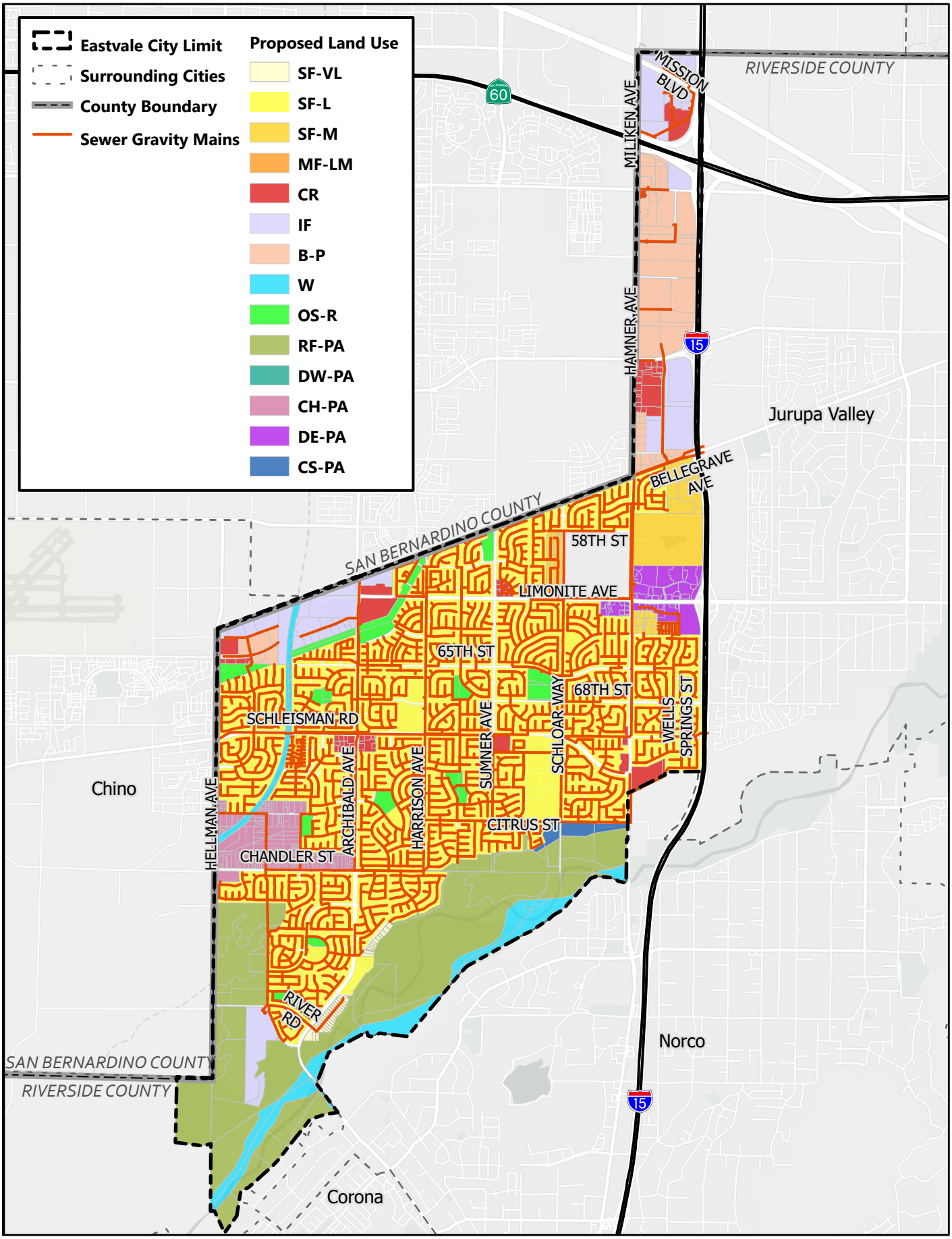

EASTVALE 2040 Envision Our Future

0 0.25 0.5 1 Miles

SOURCE: CITY OF EASTVALE, JVCSD

EASTVALE GENERAL PLAN 2040

Existing Infrastructure (Sewer)

Exhibit 3.13-2

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California Public Resources Code Section 21003(f) states, "It is the policy of the state that…all persons and public agencies involved in the environmental review process be responsible for carrying out the process in the most efficient, expeditious manner in order to conserve the available financial, governmental, physical, and social resources with the objective that those resources may be better applied toward the mitigation of actual significant effects on the environment." This policy is reflected in California Environmental Quality Act (CEQA) Guidelines Section 15126.2(a), which states that "an EIR [environmental impact report] shall identify and focus on the significant impacts of the proposed project on the environment," and Section 15143, which states that "the EIR shall focus on the significant effects on the environment." As stated in Section 15128 of the CEQA Guidelines, "An EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR."

In the course of the EIR scoping process, certain impacts were found not to be significant (no impact) or to be less than significant because the characteristics of the proposed project would not result in such impacts. This section briefly describes such effects.

4.1 AESTHETICS

a) Have a substantial adverse effect on a scenic vista?

Eastvale features scenic mountain views of the San Gabriel and San Bernardino Mountains to the north and northeast. These mountains are partially visible from most areas of the City. While Eastvale is primarily a built-out City with limited vacant parcels, implementation of the Eastvale 2040 General Plan would allow for development of such parcels as well as redevelopment of currently developed parcels and intensification of land uses in some areas of the City. Areas of new development, redevelopment, or land use intensification would primarily be in areas where development has already taken place. Open space areas, parks, and public trails that currently provide views of scenic resources would continue to be preserved under the Eastvale 2040 General Plan.

Furthermore, any future development under the Eastvale 2040 General Plan would remain subject to development standards as defined in the Municipal Code and other ordinances regarding aesthetic qualities, such as landscaping, building setbacks, signage, and lighting. Therefore, the Eastvale 2040 General Plan would not have a substantial adverse effect on scenic vistas, and impacts would be **less than significant**.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

There are no State-designated or eligible highways in Eastvale that are identified in the California Department of Transportation's Caltrans State scenic highway program. The nearest State-designated highway is a portion of SR-91 located approximately 9.5 miles southwest of Eastvale, near Yorba Regional Park.[1] Based on the distance and intervening topography and development, implementation of the Eastvale 2040 General Plan would not substantially damage scenic resources within a State scenic highway. **No impact** would occur.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings. If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Eastvale is largely already developed with urban and suburban uses. Although implementation of the Eastvale 2040 General Plan would allow for development of currently vacant parcels or intensification of existing land uses, new development would not substantially degrade the existing visual character or quality of public views in the City. Much of the new development or redevelopment would occur in already developed areas, and areas designated for open space, parks, and similar uses would remain undeveloped. Further, the goals and policies of the Eastvale 2040 General Plan reflect a commitment to preserving the design character of existing neighborhoods.

For example, Policy LU-2.1 would require setbacks, step backs, or other design elements at the transition between existing and proposed land uses if there is a significant increase in density between the existing and proposed land uses to soften changes in development style. Policy LU-2.4 would develop and maintain objective design standards for all land use types in the City, or unique to one or more of the policy areas, including the Downtown West Policy Area, Downtown East Policy Area, Chandler Policy Area, and Citrus Policy Area.

All new development in the City would be required to comply with existing City regulations to maintain existing community character, including the City's development standards and landscaping plan requirements as documented in the Municipal Code. The City would review future development proposals per standards outlined in Municipal Code Section 120.02.010, Development Review, to ensure the proposed architecture, site design, and landscape are suitable for the purposes of proposed buildings and sites and will enhance the character of

[1] Caltrans (California Department of Transportation). N.d. *California State Scenic Highway System Map*. https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa. Accessed June 13, 2023.

the neighborhood and community; and the architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting and signing and similar elements, establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.

Through compliance with existing City regulations and proposed policies of the Eastvale 2040 General Plan, implementation of the Eastvale 2040 General Plan would not substantially degrade the existing visual character or quality of views in the City and would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be **less than significant**.

d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

The Eastvale 2040 General Plan would result in new development or intensification of uses in certain portions of the City that would introduce new sources of nighttime illumination for architectural highlighting, parking, signage and security purposes, as well as new sources of potential glare from window glass. However, new light sources, including signage, architectural lighting, and other outdoor lighting would be implemented in conformance with the Eastvale Municipal Code Chapter 120.05.050, Outdoor Lighting. Following compliance with the Municipal Code, lighting impacts generated by future development under the proposed Eastvale 2040 General Plan would be less than significant. Further, future development would be subject to the City's development review process as outlined in Municipal Code Section 120.02.010 to ensure that future development does not incorporate building materials that would result in substantial glare. Therefore, implementation of the Eastvale 2040 General Plan would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Impacts would be **less than significant**.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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?*

According to the California Department of Conservation, most of the City is classified as Urban and Built Up Land, which is defined as land occupied by structures with a building density of

at least one unit to 1.5 acres, or approximately six structures on a 10-acre parcel.[2] Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

There are three areas of the City classified as Prime Farmland, which is defined as irrigated land with the best combination or physical and chemical features able to sustain long term production of agricultural crops. The first area comprises approximately 12.6 acres of land located towards the northern portion of the City, southeast of the intersection of Cantu-Galleano Ranch Road and Hamner Avenue. This area currently has a Commercial Retail land use designation and is fully developed with various commercial uses. The Commercial Retail land use designation for the area would remain under the Eastvale 2040 General Plan.

The second area is the approximately 70.6-acre western portion of the Leal Property, an approximately 153-acre property at the northwest corner of Limonite and Hamner Avenues. The property currently has a Leal Policy Area land use designation, which would be updated to Downtown West Policy Area with implementation of the Eastvale 2040 General Plan. The development of the Leal Property would be guided by the Leal Master Plan, which was adopted by the City in 2017. The property is intended to include a variety of uses, such as residential, retail, and restaurants and serve as the centerpiece of the City's future downtown. In 2017, the City certified the Final EIR (FEIR) for the Leal Master Plan, which indicated that impacts to important farmlands would be less significant. As disclosed in the Leal Master Plan FEIR, the Leal Property was designated for development by the current General Plan and the conversion of agricultural uses is therefore consistent with the adopted General Plan and certified General Plan EIR.[3]

The third area includes a 27-acre parcel located at the northeast corner of Archibald Avenue and Limonite Avenue. The northern portion of this area currently has a Light Industrial land use designation and the southern portion currently has a Commercial Retail land use designation. The area is fully developed with various commercial and industrial uses. The Light Industrial and Commercial Retail land use designations would remain under the Eastvale 2040 General Plan.

As discussed, although these three parcels are identified as Prime Farmland, all have already been designated for non-agricultural uses through separate planning applications. Because

[2] California Department of Conservation. 2022. *California Important Farmland Finder*. https://maps.conservation.ca.gov/dlrp/ciff/. Accessed June 14, 2023.

[3] City of Eastvale. 2015. *Leal Master Plan Final Environmental Impact Report*. Available at: https://www.eastvaleca.gov/government/community-development/planning/environmental-documents/leal-master-plan.

the areas identified above are already designated for non-agricultural uses, and impacts associated with the conversion of agricultural uses were addressed by previously certified environmental documents, impacts of the Eastvale 2040 General Plan relative to the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance would be **less than significant**.

b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*

There are no Williamson Act contract lands in the City.[4] Therefore, **no impact** would occur.

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))?*

The City does not support any lands zoned as forestland or timberland. Therefore, implementation of the Eastvale 2040 General Plan would not conflict with existing zoning for, or cause rezoning of, any forestland or timberland. **No impact** would occur.

d) *Result in the loss of forestland or conversion of forestland to non-forest use?*

The City does not contain any forestlands. Therefore, implementation of the Eastvale 2040 General Plan would not result in the loss or conversion of forestland to non-forest use and would not otherwise adversely impact forestland in the area. **No impact** would occur.

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?*

Refer to Responses 4.2(c) and (d) above. The City does not support any lands zoned as forestland or timberland and does not contain any forestlands.

Few agricultural uses remain in Eastvale, as these areas have largely been converted into homes, parks, and shopping centers. Nonetheless, it should be noted that the proposed Chandler Policy Area is intended to support the continuation of existing agricultural uses and

[4] Riverside County Transportation and Land Management Agency GIS. *California Williamson Act Enrollment 2022*. https://www.arcgis.com/home/webmap/viewer.html?url=https%3A%2F%2Fgis.conservation.ca.gov%2Fserver%2Frest%2Fservices%2FDLRP%2FCaliforniaWilliamsonActEnrollment_2022%2FMapServer&source=sd, accessed June 15, 2023.

the future agricultural base of the area. Proposed concepts for the area include fork-to-table operations.

Further, the City's Right to Farm Regulations ("Right to Farm Ordinance") is included in Chapter 6.40 of the Municipal Code. The ordinance is intended to conserve, protect, and encourage the development, improvement, and continued viability of the City's agricultural land and industries for the long-term production of food and other agricultural products and for the economic well-being of the City's residents. It is also the intent of the City to balance the rights of farmers to produce food and other agricultural products with the rights of nonfarmers who own, occupy or use land within or adjacent to agricultural areas. It is the intent of this chapter to reduce the loss of any agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance.

The Eastvale 2040 General Plan does not propose changes to the City's Right to Farm Regulations. Implementation of the Eastvale 2040 General Plan would not involve other changes in the existing environment, which due to their location or nature, could result in the conversion of farmland to nonagricultural uses or conversion of forestland to non-forest use. Impacts would be **less than significant**.

4.3 GEOLOGY AND SOILS

a) *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

1. *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.*
2. *Strong seismic ground shaking.*
3. *Seismic-related ground failure, including liquefaction.*
4. *Landslides.*

Earthquake risk is very high in western Riverside County (including Eastvale) due to the presence of two of California's most active faults: the San Andreas and San Jacinto. In Eastvale, earthquake-triggered geologic effects include ground shaking, landslides, liquefaction, and subsidence. The Eastvale 2040 General Plan includes several policies that would minimize risks to public health, safety, and welfare resulting from geologic and seismic hazards. Included among these policies include adoption and strict enforcement of current building codes, which will be amended as necessary when local deficiencies are identified

(Action S-2.1.1). Furthermore, under Policy S-2.3, projects proposed in areas of known or suspected seismic or other geologic hazards, such as the Alquist-Priolo Fault Zones and liquefiable soils, would require submittal of a geotechnical report and ensure appropriate mitigation measures are incorporated. Policy S-2.4 would prohibit construction of buildings intended for human occupancy in areas where seismic and other geologic hazards (e.g., liquefaction, fault lines) cannot be adequately mitigated.

Additionally, future development would be required to comply with grading standards established in the City's Municipal code to reduce landslide potential and ensure soil stability. Moreover, all new buildings would be required to comply with the current California Building Code (CBC), Part 2 of the California Building Standards Code (Title 24 of the California Code of Regulations), as well as the City's Building Code (Municipal Code Chapter 110.04). Compliance with all applicable regulations and requirements would ensure that implementation of the Eastvale 2040 General Plan would not directly or indirectly cause potential adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides. Impacts would be **less than significant**.

b) Result in substantial soil erosion or the loss of topsoil.

Construction activities associated with future development would include clearing, excavation, and grading, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term erosion impacts associated with the construction of future development would be prevented through required grading permits as outlined in Municipal Code Chapter 110.92, Grading. In compliance with the National Pollutant Discharge Elimination System program, individual projects involving one or more acres of site disturbance would be required to prepare and implement a stormwater pollution prevention plan (SWPPP) and association best management practices (BMPs) in compliance with the Construction General Permit during grading and construction. Potential BMPs could include installing vegetated swales and sediment barriers, stabilizing soils with hydroseeding, and regular dust control. Adherence to the BMPs in the SWPPP would reduce, prevent, or minimize soil erosion from grading and construction activities. Following compliance with the established regulatory framework, implementation of the Eastvale 2040 General Plan would not result in substantial soil erosion or loss of topsoil. Impacts would be **less than significant**.

c) *Be located on 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.*

Future development could be located on a geologic unit or soil that is unstable. Adherence to standards identified in Response 4.3(a) above, including the CBC, City's Building Code, and Eastvale 2040 General Plan policies, would ensure impacts related to unstable geologic units or soil are **less than significant**.

d) *Be located on expansive soils, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?*

Future development could be located on expansive soils. Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. Adherence to standards identified in Response 4.3(a) above would reduce impacts relative to expansive soils. Further, under Eastvale 2040 General Plan Action S-1.1.3, the City would coordinate with the Public Utilities Commission and/or utilize the Capital Improvement Program to strengthen, relocate, or take other appropriate measures to safeguard high-voltage lines, water, sewer, natural gas, and petroleum pipelines, and major electrical and telephone conduits that extend through areas of high liquefaction potential, are located on collapsible or expansive soils; traverse earth cracks or landslides; or require extra design considerations for lifelines across subsidence areas. Therefore, impacts would be **less than significant**.

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?*

No septic tanks or alternative wastewater disposal systems are proposed within the City. New development would connect to existing sewer mainlines and service lines. **No impact** would occur.

f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

Based on Figure 4.9.3, Paleontological Sensitivity, of the County of Riverside Environmental Impact Report No. 521, portions of the City are designated as areas of High Sensitivity A (HA) for paleontological resources.[5] HA is based on geological formations or mapped rock units that are known to contain or have the correct age and depositional conditions to contain s

[5] County of Riverside, County of Riverside Environmental Impact Report No. 521. 2015. Available at: https://planning.rctlma.org/Portals/14/genplan/general_plan_2015/DEIR%20521/DEIR%20No.%20521.pdf.

ignificant paleontological resources. These include rocks of Silurian or Devonian age and younger that have potential to contain remains of fossil fish, and Mesozoic and Cenozoic rocks that contain fossilized body elements and trace fossils such as tracks, nests, and eggs.

Much of the future development associated with implementation of the Eastvale 2040 General Plan would occur on already developed sites and would not be anticipated to unearth unknown paleontological resources. Further, potential impacts to paleontological resources from future discretionary projects are generally first scoped through a preapplication review per Section 110.52.060, Preapplication Review Letter, of the Municipal Code. Paleontology studies for projects are typically conducted as part of CEQA compliance, as necessary, with construction monitoring being a common mitigation approach for paleontologically-sensitive sites. Therefore, impacts would be **less than significant**.

4.4 MINERAL RESOURCES

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

According to the California Department of Conservation Division of Mines and Geology, most of the land in Eastvale is designated as Mineral Resource Zone 3 (MRZ-3), which indicates areas containing mineral occurrences of undetermined mineral resource significance. An area in the northern portion of the City is designated as MRZ-2, which indicates areas where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood for their presence exists.[6] This portion of the City is entirely developed with various commercial uses, and it is considered unlikely that there might be a future proposal to remove existing land uses to establish an operation to extract mineral resources. Impacts would be **less than significant.**

b) *Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

Refer to Response 4.4(a) above. There are no designated mineral resource recovery sites in the City of Eastvale. **No impact** would occur.

[6] California Department of Conservation. 2014. Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, California.

4.5 WILDFIRE

If located in or near state responsibility areas or lands classified as very high hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

According to the California Department of Forestry and Fire Protection's Fire Hazard Zone Map Viewer, land in the southwest portion of Eastvale is a State Responsibility Area and designated as a moderate fire hazard severity zone (FHSZ)[7] due to the presence of wild vegetation along the Santa Ana River. A portion of these lands is already developed with public utility uses or would be designated as Riverfront Policy Area, the potential uses of which include various recreation uses subject to the approval of the Riverside County Flood Control District. Future development in the FHSZ would be required to meet minimum standards for fire safety as defined in the City's Building or Fire codes. To ensure emergency services in the City are not impaired by future development, all development projects are reviewed by the Riverside County Fire Department (RCFD) prior to approval.

Further, General Plan Policy S-4.2 would require development in FHSZs to include secondary public access, unless determined otherwise by the Fire Chief. Additionally, Policy S-4.6 would require proposed development to provide adequate access for fire and emergency vehicles and equipment that meets or exceeds the standards in the California Fire Safe Regulations (Sections 1273 and 1274 of the California Code of Regulations – Title 24, Division 1.5, Chapter 7, Articles 2 and 3). Therefore, the proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. **No impact** would occur.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

The City requires adherence to a wide range of state and local codes. The California Building Standards Code, California Code of Regulations, Title 24, was published on July 1, 2022 and went into effect on January 1, 2023. The California Building Standards Code includes the Building Design Standards and the California Fire Code (CFC), which prescribe specific requirements for building infrastructure and structures in fire-prone and wildland-urban interface areas. The CBC identifies general building design and construction requirements relating to fire and life safety, structural safety, and access compliance. The CFC, Part 9 of

[7] California Department of Forestry and Fire Protection. N.d. *FHSZ Viewer*. https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414. Accessed June 12, 2023.

Title 24, incorporates, by adoption, the International Fire Code of the International Council, with necessary California amendments. The CFC contains regulations consistent with nationally recognized accepted practices for safeguarding, to a reasonable degree, life and property from various hazards, including fire and explosion.

Further, General Plan Policy S-4.7 would require development to be located, designed, and constructed to provide adequate defensibility and minimize the risk of structural loss and life safety resulting from wildfires. With adherence to state building practices and the City's Building and Fire Codes, development associated with the Eastvale 2040 General Plan would not exacerbate wildfire risks, thereby exposing project occupants to elevated particulate concentrations from a wildfire. Impacts would be **less than significant**.

c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*

Implementation of the Eastvale 2040 General Plan would result in additional infrastructure, such as roads, in underdeveloped and undeveloped areas of the City. Such development would be required to comply with state and local codes as identified in Responses 4.4(a) and (b) above to minimize risks from wildfire hazards. Further, no wildfire-resistant design measures, such as emergency water storage facilities or additional power facilities, are anticipated to support buildout of the Eastvale 2040 General Plan. Therefore, implementation of the Eastvale 2040 General Plan would not exacerbate fire risks or result in temporary or ongoing impacts to the environment related to the installation or maintenance of associated infrastructure. Impacts would be **less than significant**.

d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

As described in Section 4.3 above, impacts of future development relative to landslides and other geologic hazards would be less than significant with adherence to the CBC, City grading and building standards, and proposed policies under the Eastvale 2040 General Plan.

Additionally, Eastvale 2040 General Plan Policy S-3.3 would require all residential, commercial, and industrial structures to be flood-proofed from the 200-year storm flow. Further, Municipal Code Section 110.80.170, *Standards of Construction*, outlines required standards for all new construction or substantial improvements in all areas of special flood hazards to minimize public and private losses due to flood conditions such as mudslides or flood-related erosion. Therefore, impacts would be **less than significant**.

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5.1 INTRODUCTION

Section 15126.6(a) of the California Environmental Quality Act (CEQA) Guidelines requires that an EIR describe a reasonable range of project alternatives that could feasibly attain the basic objectives of the project, while avoiding or reducing impacts associated with the project.

According to CEQA Guidelines Section 15126.6(a), the discussion of alternatives must focus on alternatives to the project, or to the project location, which will avoid or substantially reduce any significant effects of the project, even if the alternatives would be costlier or hinder to some degree the attainment of the project objectives.

The "No Project" alternative must also be evaluated. The "No Project" analysis must discuss the existing conditions and what would reasonably be expected to occur in the foreseeable future if the proposed project was not approved.

The range of alternatives required is governed by a "rule of reason," meaning that the EIR must only evaluate those alternatives necessary to permit a reasoned choice. The alternatives must be limited to only ones that would avoid or substantially lessen any of the significant effects of the proposed project.

Additionally, an EIR should not consider an alternative whose effects cannot be reasonably ascertained and whose implementation is remote and speculative. The CEQA Guidelines also require an EIR to state why an alternative is being rejected. If the City ultimately rejects any or all alternatives, the rationale for rejection will be presented in the findings that are required before the City certifies the EIR and takes action on the proposed project.

According to Section 15126.6(f)(1) of the CEQA Guidelines, among the factors that may be taken into account when addressing feasibility of alternatives are environmental impacts, site suitability, economic viability, availability of infrastructure, general plan consistency, regulatory limitations, jurisdictional boundaries, and whether the applicant could reasonably acquire, control, or otherwise have access to the alternate site.

CEQA requires that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. If the No Project Alternative is the environmentally superior alternative, State CEQA Guidelines Section 15126.6(e)(2) requires that another alternative that could feasibly attain most of the project's basic objectives be chosen as the environmentally superior alternative.

5.2 DEVELOPMENT OF PROJECT ALTERNATIVES

Generally, the "rule of reason" governs the range of project alternatives that may be considered for analysis in an EIR. Through such analysis, sufficient information is provided with the intent of enabling readers to reach conclusions about an alternative, while also avoiding the need to evaluate a wide range of alternatives that may be too similar in nature to achieve a substantial difference in the degree to which they may reduce a project-related impact while still achieving the majority of the project objectives.

The alternatives addressed in this Draft EIR were selected with consideration for one or more of the following factors. The project alternatives identified for further analysis were ultimately selected based on their ability to feasibly attain the basic project objectives while avoiding or reducing one or more of the project's significant effects.

- The extent to which the alternative would accomplish most of the basic objectives of the project;
- The extent to which the alternative would avoid or reduce any of the identified significant environmental effects of the project;
- The feasibility of the alternative, taking into account site suitability and parcel sizes, and consistency with applicable public plans, policies, and regulations;
- The appropriateness of the alternative in contributing to a reasonable range of alternatives necessary to permit a reasoned choice.

5.3 PROJECT OBJECTIVES

As described in Section 2.0, *Project Description*, the following objectives have been established for the proposed project and will aid decision makers in their review of the project, the project alternatives, and associated environmental impacts:

- Direct future growth in in designated policy areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses;
- Preserve Eastvale's suburban character and promote development that embraces the City's diversity, history, and sense of community;
- Enhance and activate public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront;

- Create a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments;
- Increase residential development potential to meet regional housing needs;
- Promote a variety of housing choices to achieve the City's 6th Cycle Regional Housing Needs Assessment housing goals; and
- Implement new California State law General Plan requirements.

5.4 ALTERNATIVES CONSIDERED AND REJECTED

In accordance with CEQA Guidelines Section 15126.6, an EIR should identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and should briefly explain the lead agency's determination. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are failure to meet most of the basic project objectives, infeasibility, or inability to avoid significant environmental effects. The following are brief discussions of alternatives that were considered and subsequently rejected by the City as infeasible, and thus were not further analyzed in this EIR.

DEVELOPMENT OF THE CITRUS POLICY AREA ALTERNATIVE

This alternative would involve removing the Citrus Policy Area from the floodplain, thereby allowing for more intense residential or mixed-use development to occur. As the site is currently located within an area subject to the 100-year flood event, avoiding this restriction would involve grading techniques to raise the elevation of the site to above potential flood levels, which would require Federal Emergency Management Agency (FEMA) approval of a Letter of Map Revision (LOMR). With removal of the potential risk for flooding to occur, the site could be developed with residential housing units, thereby offering a unique setting within proximity to the river, thereby improving access to the resource and activating the space. Alternatively, the site could also support mixed-use development, thereby providing a commercial connection to both the surrounding neighborhood and visitors to the adjacent regional commercial recreational facility, while enhancing pedestrian movement and connectivity.

However, as the area is currently a regional park enjoyed for public use, implementing the Citrus Policy Area Alternative would require that the size of the existing park be reduced to accommodate the intended residential development. Thus, this alternative would reduce lands currently available for public recreation.

This alternative would achieve the objective to enhance and activate public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront to a

lesser degree than would the proposed project, as it would remove recreational lands from public use. Further, the requirement to raise the site above hazardous flood levels would require extensive and costly engineering and design efforts. Such activities may also have the potential to lead to adverse environmental effects pertaining to air quality emissions and noise from construction, hydrology and water quality, noise, and biological and cultural resources, among other issues, due to the degree of site disturbance required. For these reasons, this alternative was rejected from further consideration in the EIR.

ADD RESIDENTIAL TO NON-RESIDENTIAL USES ALTERNATIVE

While the majority of planned non-residential land located in the City lies within the influence area of the Chino Airport, other lands are available where residential, professional office, and mixed-use development could be introduced. The Add Residential to Non-Residential Uses Alternative would allow for incorporation of residential land uses on such lands to increase available housing, while still accommodating commercial or retail uses.

To achieve this alternative, some existing land use designations would be changed to encourage more mixed-use development to occur (for example, in the vicinity of the existing Costco site). Implementation of this alternative would also rely on provisions identified in recent legislation, including Assembly Bill (AB) 2011, the Affordable Housing and High Road Jobs Act of 2022, and Senate Bill (SB) 6, the Middle Class Housing Act of 2022, which are intended to permit residential development on sites zoned and designated for commercial or retail uses. Such allowances encourage the development of new affordable housing units without also causing effects on the density or character of existing residential neighborhoods.

Specifically, AB 2011 allows for ministerial, by-right approval for affordable housing on commercially zoned lands. By-right approval is similarly allowed for mixed-income housing located along commercial corridors if such development meets specific criteria aimed at affordability, labor, and environmental protection. Further, SB 6 allows residential development on commercially zoned property without requiring a rezone, wherein the applicant is required to commit to payment of prevailing wages for construction workers and to "skilled and trained workforce" requirements. However, SB 6 does not provide by-right approval.

This alternative would not meet the project objectives of directing future growth in designated policy areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses; enhancing and activating public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront; or creating a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments. This alternative is expected to result in increased impacts relative to air quality, energy and greenhouse gases, and transportation, as

compared to the proposed project, largely due to operational effects of allowing for dispersed development, rather than development that is focused in specific areas with access to goods, services, and public transit to reduce vehicle trips. Therefore, the Add Residential to Non-Residential Uses Alternative was rejected from further analysis in the EIR.

ANNEXATION ALTERNATIVE

The Annexation Alternative considers the option for the City to expand its existing boundary by annexing new land in the vicinity to accommodate additional future growth. The City of Eastvale is largely built out under existing conditions and is surrounded by established incorporated cities such as Norco, Ontario, Jurupa Valley, and Chino. No unincorporated land, with exception of a small amount of flood control land that cannot be developed, is available in the surrounding area. Therefore, expanding the City's existing boundaries to provide new land for future development opportunities is not a viable option.

The Eastvale 2040 General Plan would guide future growth into the policy areas identified, with limited development occurring elsewhere in the planning area. Allowing for growth to occur outside of the planning area would not reduce the significant and unavoidable impacts of Eastvale 2040 related to air quality and transportation. In addition, allowing growth to occur in other areas would not achieve the City's goals of preserving Eastvale's suburban character and promoting development that embraces the City's diversity, history, and sense of community; or directing future growth in designated policy areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses.

Rather, expanding the City's growth boundary would likely result in greater impacts to air quality, energy and greenhouse gases, biological and cultural/tribal cultural resources, land use (e.g., encroachment into open space), and transportation. Under the Eastvale 2040 General Plan, the City carefully considered those areas in the planning area with the highest potential to accommodate future growth while limiting environmental impacts. Therefore, this alternative was rejected from further analysis in the EIR.

REDESIGNATING EXISTING NEIGHBORHOODS

As stated, the City is largely built out under existing conditions, with limited vacant or underdeveloped lands available to accommodate future growth over upcoming decades. To encourage continued new growth, the Redesignating Existing Neighborhoods Alternative would involve the City undertaking substantive changes to planned future development patterns. This alternative would require the City to redesignate the land use of existing neighborhoods to allow for increased density of units or to change the land use to allow for professional offices and

similar service land uses, thereby allowing for a greater intensity of uses, as compared to that currently planned for future buildout of the 2012 General Plan. Such actions would likely result in a substantial increase in the number of single- and multi-family housing units that would be available, while also enhancing future opportunities for mixed-use, businesses, industries, and other related development.

Because many of the neighborhoods in Eastvale are relatively new construction, the opportunity for redesignation to alternative land uses is considered to be limited and such an approach is not anticipated to be supported by existing residents. The Eastvale 2040 General Plan was formulated over an extended period of time, allowing for extensive public input which influenced the ultimate land use plan that was achieved. As discussed in Section 2.0, in drafting Eastvale 2040, the City implemented a public engagement program to solicit input from community members on their vision for the future, lasting over two years, with the input received forming the foundation of the plan as currently drafted.

As stated in the Eastvale 2040 General Plan Land Use Element, the expectation is that the City would grow modestly but keep the suburban feel that attracted new residents to the area and that new development would be focused in areas that are either vacant or located in a suitable area with existing land uses that can support more intensive development. In consideration of this, the Eastvale 2040 General Plan Land Use Element identifies various policies aimed at the goal of respecting the design character of the City's existing neighborhoods.

Additionally, this alternative may not meet the project objectives of directing future growth in designated policy areas in a manner that preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses; or preserving Eastvale's suburban character and promoting development that embraces the City's diversity, history, and sense of community.

Although the Redesignating Existing Neighborhoods Alternative would allow for increased density/intensity of new growth within the City, it may ultimately achieve a land use pattern that is undesirable or that may be inconsistent with the planned vision for Eastvale. Further, this alternative may result in land use conflicts as well as increased air quality, noise, transportation, and other effects. For the reasons discussed above, this alternative was rejected from further analysis in the EIR.

5.5 Alternatives Selected for Further Analysis

This analysis focuses on alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives.

As noted previously, the CEQA Guidelines (Section 15126.6(e)(2)) require that the alternatives discussion include an analysis of the No Project Alternative. Pursuant to CEQA, the No Project Alternative refers to the analysis of existing conditions (i.e., implementation of current plans) and what would reasonably be expected to occur in the foreseeable future if the project was not approved. Further, CEQA Section 15126.6(a) provides that an EIR need not consider every conceivable alternative to a project; rather, an EIR need only consider a reasonable range of alternatives. The following alternatives have been identified for analysis in compliance with CEQA:

- **Alternative 1:** No Project Alternative
- **Alternative 2:** Dispersed Development Alternative

ALTERNATIVE 1: NO PROJECT/EXISTING GENERAL PLAN ALTERNATIVE

The No Project/Existing General Plan Alternative is required to discuss the existing conditions at the time the notice of preparation is published and evaluate what would reasonably be expected to occur in the foreseeable future if the proposed project is not approved (CEQA Guidelines, Section 15126.6(e)). Pursuant to CEQA, this alternative is also based on current plans and consistent with available infrastructure and community services. Therefore, the No Project/Existing General Plan Alternative assumes that the Eastvale 2040 General Plan would not be adopted, and the land uses and development intensity assumed in the existing 2012 General Plan would be followed.

Air Quality

The No Project/Existing General Plan Alternative would reduce the amount of future development as compared to that which would occur under the Eastvale 2040 General Plan. During construction of future development under the current General Plan, regional and localized emissions could still exceed the South Coast Air Management District (SCAQMD) daily significance thresholds, resulting in significant and unavoidable impacts regarding consistency with the air quality management plan (AQMP), exposure of sensitive receptors to substantial pollutant concentrations, and a cumulatively considerable net increase of pollutants for which the project region is in non-attainment. Therefore, air quality impacts under Alternative 1 during construction of future development projects could be **significant and unavoidable**, similar to the Eastvale 2040 General Plan.

New development allowed under the current General Plan would be less than that allowed under the buildout of the Eastvale 2040 General Plan. However, unlike the proposed project, this alternative would not focus higher density development in specific areas of the City, with improved access to nearby transit as well as goods, services, and jobs which could potentially

reduce vehicle trip length and associated mobile emissions. Similar to the Eastvale 2040 General Plan, the current General Plan identifies goals and policies aimed at achieving air quality that promotes health and wellness of residents and reducing mobile and stationary emission sources. As with Eastvale 2040, given the volume of air pollutants attributable to buildout of the planning area, impacts related to operational emissions under the No Project/Existing General Plan would be conservatively considered **significant and unavoidable**, although slightly increased as compared to those resulting with the Eastvale 2040 General Plan.

Land Use and Planning

The No Project/Existing General Plan would not meet the goals of the 2022-2045 Regional Transportation Plan/Sustainable Community Strategy (2022-2045 RTP/SCS) as well as the proposed project. For example, the benefits of directing future growth in designated policy areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses, would not occur under this alternative. The Existing General Plan proposes less mixed and high density uses and does not propose a better connection between employment and residential uses. Therefore, as the Existing General Plan would not emphasize land use patterns that facilitate multimodal access to work, educational, and other destinations, the No Project/Existing General Plan Alternative would not meet the goals of the 2022-2045 RTP/SCS as well as the proposed project.

Like the proposed project, the No Project/Existing General Plan Alternative is not anticipated to divide an established community. As projections associated with the Existing General Plan are currently included in the 2022 AQMP, impacts due to a conflict with the AQMP would be **less than significant**, and the project's significant and unavoidable land use impact would be avoided under this alternative.

Transportation

Implementation of Eastvale 2040 would result in significant and unavoidable transportation impacts related to VMT. For the Eastvale 2040 General Plan, both the VMT per capita and the VMT per employee are well above the Countywide average for year 2045, but are a reduction over the existing conditions, indicating the land uses planned in the City align with the regional goal of reducing VMT. Under the Eastvale 2040 General Plan, an increase in Citywide population and a reduction in number of employees would occur. The Homebased VMT (productions) would increase and Homebased Work VMT (attractions) would decrease as a result. Evaluating the residential VMT metric, the Eastvale 2040 VMT per capita would decrease compared to the current 2012 General Plan. For the employment metric, Eastvale 2040 would result in a decrease, but the decrease would be less than what was previously forecast for the current 2012 General Plan.

Under this alternative, development would occur within the City boundaries as permitted by the current 2012 General Plan. Buildout under Alternative 1 is expected to be at or below buildout scenarios considered for the Eastvale 2040 General Plan. Given the pattern of increasing VMT impacts as buildout projections decrease, this alternative is expected to slightly increase the significant VMT impacts as compared to the project as proposed, due to the conditions discussed above. Impacts would remain **significant and unavoidable**, similar to the proposed project.

ALTERNATIVE 2: DISPERSED DEVELOPMENT ALTERNATIVE

Under the Eastvale 2040 General Plan, new development would be focused in areas that are either vacant or located in suitable areas with existing land uses and infrastructure that can support more intensive development. This alternative was chosen to provide a counterpoint to the design approach taken in the proposed Eastvale 2040 plan. Rather than emphasizing growth in the identified policy areas, the Dispersed Development Alternative would redistribute density throughout the City. Some of this future growth would occur on the limited available vacant land within the City boundaries. The remainder would occur by changing the existing density/intensity of the assigned land use designation(s).

It is anticipated that buildout of the Dispersed Development Alternative would be within the range of the buildout scenario considered under the Eastvale 2040 General Plan. As this alternative would not focus new development near major transportation corridors or hubs that either have transit or will have transit, the ability to protect the established suburban neighborhoods from substantial growth and to achieve a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments would be substantially lessened.

Implementing the Dispersed Development Alternative may also result in the need to revise the General Plan Housing Element in order to ensure that regional housing needs assessment (RHNA) can still be met, thereby requiring a somewhat lengthy process for state and local approvals. Such land use and zoning changes would be required to revise existing density ranges throughout the City and lower density at the policy areas as compared to the Eastvale 2040 General Plan.

Air Quality

As stated, the Dispersed Development Alternative would redistribute density throughout the City, outside of the policy areas planned with Eastvale 2040. It is anticipated that buildout of the Dispersed Development Alternative would be within the range of the buildout scenario considered under the Eastvale 2040 General Plan, and therefore, short-term construction related impacts on air quality are considered to be similar. During construction of future development, regional and localized emissions could still exceed the SCAQMD significance thresholds, resulting in significant and unavoidable impacts regarding consistency with the AQMP, exposure of

sensitive receptors to substantial pollutant concentrations, and a cumulatively considerable net increase of pollutants for which the project region is in non-attainment.

As construction activities could occur close to existing sensitive receptors, construction emissions generated by future development projects that are larger than the representative projects considered with the Eastvale 2040 General Plan would have the potential to exceed SCAQMD LSTs and it cannot be determined with certainty that conformance with applicable regulations or implementation of mitigation would reduce impacts below SCAQMD's thresholds in all cases. Therefore, construction impacts under this alternative are conservatively considered to be **significant and unavoidable**, similar to the Eastvale 2040 General Plan.

By dispersing development throughout the City, rather than in focused areas that would allow for proximity to transit, services, and goods, it is anticipated that this alternative would increase operational impacts on air quality as longer vehicle trips would be required. Similar to the proposed project, although it is anticipated that impacts related to exceedance of established air quality standards could be reduced through conformance with applicable SCAQMD rules and regulations and goals and policies identified in the City's General Plan, impacts would remain **significant and unavoidable**. However, due to the development pattern anticipated, operational impacts related to air quality would be increased with this alternative as compared to that which would occur under implementation of Eastvale 2040.

Additionally, the Eastvale 2040 General Plan would accommodate more residential units than the existing 2012 General Plan and the SCAQMD has not yet incorporated these projections into the current AQMP. As projections associated with Eastvale 2040 are not included in the current AQMP, the proposed project would not meet this criterion, and the impact would be potentially significant; a similar **significant and unavoidable** impact would occur with the Dispersed Development Alternative.

The proposed project would be inconsistent with the SCAQMD AQMP as buildout of the Eastvale 2040 General Plan could exceed current SCAG population and employment estimates and would contribute to the nonattainment designations of the air quality basin. Conformance with local, State, and Federal regulations during construction and operation would contribute to reduced criteria air pollutant emissions associated with buildout of the proposed project and/or this alternative. In addition, goals and policies included in the Eastvale 2040 General Plan would promote increased capacity for alternative transportation modes and implementation of transportation demand management strategies.

However, since implementation of the proposed project would introduce land use intensification in certain portions of the planning area, no mitigation measures are available that would reduce total air quality emissions from buildout of the Eastvale 2040 General Plan to a less than

significant level. In addition, the population and employment assumptions of the AQMP would still be exceeded until such time the AQMP is revised and incorporates updated projections that consider Eastvale 2040. Therefore, air quality impacts related to the implementation of the AQMP would remain **significant and unavoidable**. Similar impacts would result with the Dispersed Development Alternative in this regard.

Land Use and Planning

The Dispersed Development Alternative would not meet the goals of the 2022-2045 RTP/SCS as well as the proposed project. For example, the benefits of directing future growth in designated policy areas in a manner which preserves existing neighborhoods, enhances quality of life, and maintains a balance of land uses which benefits residents and businesses, would not occur under this alternative. This alternative does not propose a better connection between employment and residential uses and would not focus growth near destinations and mobility options.

Like the proposed project, the No Project/Existing General Plan Alternative is not anticipated to divide an established community. In addition, the population and employment assumptions of the AQMP would still be exceeded until such time the AQMP is revised and incorporates updated projections that consider Eastvale 2040. Therefore, air quality impacts related to the implementation of the AQMP would remain **significant and unavoidable**.

Transportation

Buildout of the Dispersed Development Alternative would be within the range of the buildout scenario considered under the Eastvale 2040 General Plan. As discussed in Section 3.11, *Transportation*, of this EIR, Eastvale 2040 would result in significant and unavoidable transportation impacts related to VMT. For the Eastvale 2040 General Plan, both the VMT per capita and the VMT per employee are well above the Countywide average for year 2045, but are a reduction over the existing conditions, indicating the land uses planned in the City align with the regional goal of reducing VMT. Under Eastvale 2040, an increase in Citywide population and a reduction in number of employees would occur. The Homebased VMT (productions) would increase and Homebased Work VMT (attractions) would decrease as a result. Evaluating the residential VMT metric, the Eastvale 2040 VMT per capita would decrease compared to the current 2012 General Plan. For the employment metric, Eastvale 2040 would result in a decrease, but the decrease would be less than what was previously forecast for the current 2012 General Plan.

By dispersing development throughout the City, this alternative would result in an increase in VMT, as people would need to travel greater distances to obtain goods, services, and to access public transit. Such conditions would be anticipated to lead to substantive change in the affected

neighborhoods, with residents not being able to take advantage of existing and planned transit as they would under the Eastvale 2040 General Plan. Implementing this alternative would evenly distribute growth throughout the City, thereby minimizing localized impacts on roadways. However, doing so would be anticipated to result in increased VMT as it would be more difficult to justify any changes to existing bus routes, as fewer riders would be available to serve at each mobility hub. As a result of increased personal vehicle trips, greater energy use and increased vehicle emissions would result also result. For these reasons, this alternative would not reduce the identified significant and unavoidable impact relative to VMT to a less than significant level. This alternative is anticipated to slightly increase VMT-related **significant and unavoidable** impacts as compared to that which would occur under the Eastvale 2040 General Plan.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires that an environmentally superior alternative be identified; that is, an alternative that would result in the fewest or least significant environmental impacts. The No Project/Existing General Plan Alternative is the environmentally superior alternative. However, in accordance with CEQA Guidelines Section 15126.6(e)(2), a secondary alternative must be identified if the No Project Alternative is environmentally superior. Therefore, the Dispersed Development Alternative is identified as the environmentally superior alternative. This alternative would have similar significant and unavoidable land use and planning impacts as compared to the proposed project. This alternative would involve greater significant and unavoidable impacts relative to air quality and transportation.

This alternative would meet the majority of the project objectives, including fulfilling the City's 6th Cycle Regional Housing Needs Assessment housing goals by increasing the residential development potential in the project area by 4,173 dwelling units through redesignating land uses through 2040; promoting a variety of housing choices to achieve the City's 6th Cycle Regional Housing Needs Assessment housing goals; and implementing new California State law General Plan requirements. This alternative would also achieve the objectives of enhancing and activating public/quasi-public land uses, including resources unique to the City of Eastvale such as the Santa Ana Riverfront; and creating a sustainable multi-modal transportation network that includes walkable, bicycle-friendly environments, but to a lesser degree than would the proposed project.

Table 5-1, *Comparison of Project Alternative Impacts to the Proposed Project*, summarizes the potential impacts of each alternative on the environmental resources evaluated in the EIR, as compared to the proposed project.

Table 5.0-1: Comparison of Project Alternative Impacts to the Proposed Project

Topic	Project Environmental Determination	Alternative 1: No Project Alternative	Alternative 2: Dispersed Development Alternative
Air Quality	SU	>	>
Land Use and Planning	SU	<	=
Transportation[1]	SU	>	>

Notes:
SU = Significant and unavoidable; LSM = Less than Significant with Mitigation Incorporated; LS = Less than Significant
= Impact is equivalent to impact of proposed project (neither environmentally superior nor inferior).
< Impact is less than impact of proposed project (environmentally superior).
> Impact is greater than impact of proposed project (environmentally inferior).
1 Transportation impacts are based upon vehicle miles traveled (not total traffic volume) impacts. Refer to Section 3.11, *Transportation.*

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Section 6.0
Other CEQA Considerations

This section addresses those topics requiring evaluation under CEQA Guidelines Section 15126, which requires that all aspects of a project be considered when evaluating its impact on the environment, including planning, acquisition, development, and operation. As part of this analysis, the EIR must also identify: (1) significant and unavoidable environmental effects of the proposed project; (2) significant irreversible environmental changes that would result from implementation of the proposed project; and (3) growth-inducing impacts of the proposed project. Each of these topics is discussed in greater detail below.

6.1 Significant and Unavoidable Impacts

Section 15126.2(a) of the CEQA Guidelines requires that an EIR discuss any significant impacts associated with the project.

Section 3.0, *Environmental Analysis*, of this EIR describes the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level, where feasible. The executive summary includes Table ES-1, which summarizes the environmental impacts, mitigation measures, and levels of significance before and after mitigation.

CEQA Guidelines Section 15126.2(c) requires that an EIR describe any significant impacts that cannot be avoided, even with the implementation of feasible mitigation measures. The environmental effects of the proposed project on various aspects of the environment are discussed in detail in Section 3.0. Based on the analysis in this EIR, all significant environmental impacts can be mitigated to a less than significant level with exception of the following:

Air Quality

Impact 3.1-1 The project would conflict with or obstruct implementation of the applicable air quality plan. Impacts would be significant and unavoidable.

Impact 3.1-2 The project would result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Impacts would be significant and unavoidable.

Impact 3.1-3 The project would result in localized emissions impacts or expose sensitive receptors to substantial pollutant concentrations. Impacts would be significant and unavoidable.

Impact 3.1-5 The project would result in a cumulatively considerable impact regarding consistency with an applicable air quality plan.

Impact 3.1-6 The project would result in cumulative impacts due to short-term construction air emissions.

Impact 3.1-7 The project would result in cumulative impacts due to long-term operational air emissions.

LAND USE AND PLANNING

Impact 3.7-2 The project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

TRANSPORTATION

Impact 3.11-1 The project would conflict with an applicable program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

Impact 3.11-2 The project would conflict and be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).

Impact 3.11-5 The project would result in a significant cumulative impact related to transportation.

6.2 SIGNIFICANT AND IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(d) of the CEQA Guidelines requires an EIR to discuss the significant irreversible environmental changes that would result from implementation of a proposed project. Examples include a project's primary or secondary impacts that would generally commit future generations to similar uses (e.g., highway improvements at the access point); uses of nonrenewable resources during the initial and continued phases of the project (because a large commitment of such resources make removal or nonuse thereafter unlikely); and/or irreversible damage that could result from any potential environmental accidents associated with the project.

Future development associated with implementation of the Eastvale 2040 General Plan would consume limited, slowly renewable, and nonrenewable resources. This consumption would occur during the construction phase of the project and would continue throughout its operational lifetime. Although site-specific development proposals are not available at this time, it can be

assumed that future development would require a commitment of resources that would include: (1) building materials, (2) fuel and operational materials/resources, and (3) the transportation of goods and people to and from the project site. Construction activities would require the consumption of resources that are not renewable, or which may renew so slowly as to be considered non-renewable. These resources would include construction supplies, such as aggregate materials used in concrete and asphalt, metals, and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The resources that would be committed during future operational activities associated with buildout of the Eastvale 2040 General Plan would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the project and the existing, finite supplies of these natural resources would be incrementally reduced. Site-specific development proposals accommodated by implementation of the Eastvale 2040 General Plan would occur in accordance with California Code of Regulations Title 24, Part 6, which sets forth conservation practices that would limit the amount of energy consumed by the project. However, the energy requirements associated with the project would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

In summary, future construction and operation activities associated with buildout of the Eastvale 2040 General Plan would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. The project would involve the use of building materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any development in the region and are not unique to the project. Additionally, increasingly efficient building fixtures, construction practices/materials, and vehicular engines are expected to offset this demand to some degree. Thus, although irreversible environmental changes would result from the project, such changes would not be considered significant.

6.3 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(e) requires that an EIR discuss a project's potential to foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The CEQA Guidelines also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes such potential growth-inducing impacts, based on criteria suggested in the CEQA Guidelines.

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service or provides new access to an area).
- Fosters economic expansion or growth (e.g., changes revenue base, expands employment).
- Fosters population growth (e.g., constructs additional housing), either directly or indirectly.
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning, or a general plan amendment approval).
- Develops or encroaches on an isolated or adjacent area of open space (distinct from an infill type of project).

Should a project meet any one of the above-listed criteria, it may be considered growth inducing. The potential growth-inducing impacts of the proposed project are evaluated against these five criteria in this section.

CEQA Guidelines Section 15126.2(e) requires that an EIR "discuss the ways" a project could be growth inducing and "discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively." However, the CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages (see CEQA Guidelines Section 15145).

Removal of a Barrier to Growth

Several types of projects can induce population growth by removing obstacles that prevent growth. An example would be the expansion of a wastewater treatment plant which would accommodate additional sewer connections within a service area and therefore would allow for future construction and growth that may not have otherwise been feasible.

Future development anticipated by the proposed Eastvale 2040 General Plan would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (water, wastewater, solid waste, and energy and telecommunications infrastructure). The Planning Area is already served by essential public services and utilities; refer to Section 3.10, *Public Services and Recreation,* and

Section 3.13, *Utilities and Service Systems*. Future individual development projects would negotiate cooperative agreements between service agencies/utility providers to address the development's incremental increased demands on public services and utilities. The Land Use Plan has been designed to focus growth in key areas of the City to take advantage of the City's existing network of public services and utilities and service systems, including fire, police, water, wastewater, and solid waste services. Because the growth is directed to areas already developed, it is not anticipated that major new infrastructure will be needed. Thus, implementation of the proposed project would not result in a removal of an impediment to growth by establishing an essential public service or utility or service system.

Regional access to the City is provided via Interstate 15 (I-15) and State Route (SR-60). Local access is provided by various arterial roadways that intersect the Planning Area, including Archibald Avenue, Sumner Avenue, Hamner Avenue, Limonite Avenue, and Schleisman Road. Future roadway improvements would not provide new access to any portion of the Planning Area since both regional and local access is already provided by an existing roadway network. Therefore, implementation of the proposed Eastvale 2040 General Plan would not remove an existing impediment to growth through the provision of new access to an area.

Economic Growth

Construction activities associated with future site-specific development proposals would generate a number of design, engineering, and construction jobs. Construction employees would likely be absorbed from the regional labor force, and individual development proposals would not attract new workers to the region.

As concluded in Section 3.9, *Population and Housing*, based on the amount of feasible development in the foreseeable future (i.e., development through 2040), Eastvale 2040 General Plan implementation would not directly induce substantial unplanned population growth in an area by proposing new businesses. Thus, although economic growth could occur within the project area due to project implementation, future economic effects are not expected to significantly affect the environment.

Population Growth

A project could induce population growth in an area either directly or indirectly. More specifically, the development of new residences or businesses could induce population growth directly, whereas the extension of roads or other infrastructure could induce population growth indirectly. As noted in the "Removal of a Barrier to Growth" section above, the project would not indirectly induce substantial population growth through extension of roads or other infrastructure.

As analyzed in detail in Section 3.9, the project would not induce substantial unplanned population growth, either directly or indirectly, in the project area. Thus, growth inducing impacts related to population growth would be less than significant in this regard.

Establishment of a Precedent-Setting Action

The Eastvale 2040 General Plan is long-term planning document that proposes a series of land use changes and policy updates. Future development anticipated through project implementation could involve as many as 4,173 dwelling units and approximately 6,999,959 square feet of non-residential uses over existing conditions. However, all future land uses within the City would be developed pursuant to the Land Use Map, Zoning Map, and goals and policies recommended under the proposed Eastvale 2040 General Plan. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier and would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

Development or Encroachment of Open Space

As noted in Section 3.2, *Biological Resources*, Eastvale is generally a highly developed area with limited natural open space. The most prominent natural resource within the City is the Santa Ana River and surrounding riparian and woodland habitat. The Santa Ana River forms the southern boundary of Eastvale and is an important local and regional open space resource. Buildout of the proposed Eastvale 2040 General Plan would concentrate development in areas that are already characterized by existing development, thus reducing development pressures on open space areas that have a greater likelihood of supporting sensitive or protected species of wildlife and plants. Additionally, the Eastvale 2040 General Plan would designate 1,547.2 acres of land within the City as Open Space, including 1,231.1 acres specifically designated as Riverfront Policy Area, resulting in an increase of 1,515.1 acres of Conservation, Open Space, and Water designations. The Riverfront Policy Area would provide for the conservation of natural resource areas including watersheds, habitat areas and corridors, and areas within flood zones. This category has been applied to the Santa Ana River watershed, associated habitat areas, and parcels prone to flooding and owned by the Flood Control District. Therefore, future development in accordance with the proposed project would not develop or encroach on an isolated or adjacent area of open space, resulting in a growth inducing impact. No impact would occur in this regard.

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ES Executive Summary

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1.0 Introduction

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5.0 Alternatives

No references cited.

6.0 Other CEQA Considerations

No references cited.

7.0 EIR Preparers

No references cited.

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