INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

SUMNER PLACE RESIDENTIAL DEVELOPMENT

EASTVALE, CALIFORNIA

PLN25-20005

LSA

January 2026

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MITIGATED NEGATIVE DECLARATION

SUMNER PLACE RESIDENTIAL DEVELOPMENT

EASTVALE, CALIFORNIA

PLN25-20005

Submitted to:

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January 2026

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LIST OF ABBREVIATIONS AND ACRONYMS

240v	Level II charging capability
A-2-5	Heavy Agriculture
AB	Assembly Bill
ACLUP	Airport Comprehensive Land Use Plan
ADA	Americans with Disabilities Act
Air District	Bay Area Air Quality Management District
APN	Assessor's Parcel Number
AQ/GHG	Air Quality/Greenhouse Gas
AQMP	Air Quality Management Plan
ASCE	American Society of Civil Engineers
Air District	Bay Area Air Quality Management District
BACMs	Best Available Control Measures
Basin	South Coast Air Basin
bgs	below ground surface
BMPs	Best Management Practices
BTU	British thermal units
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CadnaA	Computer Aided Noise Abatement
CalEEMod	California Emissions Estimator Model
CalEPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection

CAL/OSHA	California Division of Occupational Safety and Health
CALGreen Code	California Green Building Standards Code
California Register	California Register of Historical Resources
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CCR	California Code of Regulations
CDA	Chino Desalter Authority
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFC	California Fire Code
CGS	California Geological Survey
CH_4	methane
City	City of Eastvale
City Traffic Guidelines	*City of Eastvale Traffic Impact Analysis Guidelines*
CIWMP	Countywide Integrated Waste Management Plan
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNUSD	Corona-Norco Unified School District
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalents

CO_2T	total carbon dioxide
Construction General Permit	*NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, *Order No. 2022-0057-DWQ, NPDES No. CAS000002*
Cortese	Hazardous Waste and Substances Sites
County	County of Riverside
CR	Commercial Retail
CRA	Cultural Resources Assessment
CPTED	Crime Prevention Through Environmental Design
CWA	California Water Act
dB	decibel
dBA	A-weighted decibels
DCV	design capture volume
DMA	drainage management area
DOC	California Department of Conservation
DTSC	California Department of Toxic Substances Control
du/ac	dwelling units/acre
DWR	California Department of Water Resources
EHD	Riverside County Environmental Health Department
EI	expansion index
EIR	Environmental Impact Report
ELMT	ELMT Consulting
EMFAC2021	California Emissions Factor Model, Version 2021
EO	Executive Order
EOC	Emergency Operations Center

EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment
EV	electric vehicle
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FHSZ	fire hazard severity zone
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FRAP	Fire and Resources Assessment Program
FTA	Federal Transit Administration
FTA Manual	FTA's *Transit Noise and Vibration Impact Assessment Manual*
General Plan	*Eastvale General Plan 2040*
GHG	greenhouse gas
gpd	gallons per day
GSPs	Groundwater Sustainability Plans
GWh	gigawatt-hours
GWP	Global Warming Potential
HA/MSHCP	Habitat Assessment/Multiple Species Habitat Conservation Plan
HCP	Habitat Conservation Plan
HFCs	hydrofluorocarbons
HQTA	High-Quality Transit Area
HRE	Historic Resources Evaluation
HREC	historical recognized environmental condition

I-15	Interstate 15
IEBL	Inland Empire Brine Line
Integrated Report	SWRCB Surface Water Quality Assessment 2024 Integrated Report for Clean Water Act Sections 303(d) and 305(b)
IS/MND	Initial Study/Mitigated Negative Declaration
JARPD	Jurupa Area Recreation and Park District
JCSD	Jurupa Community Services District
kBTU	thousand British thermal units
Kizh Nation	Gabrieleño Band of Mission Indians – Kizh Nation
kWh	kilowatt-hours
kWh/year	kilowatt-hours per year
lbs/day	pounds per day
L_{dn}	day-night average level
L_{eq}	equivalent continuous sound level
LEV III	Low-Emission Vehicle Program
LHMP	Local Hazard Mitigation Plan
LID	Low Impact Development
LOS	level of service
LRA	Local Responsibility Area
LST Methodology	*Final Localized Significance Threshold Methodology*
LSTs	localized significance thresholds
MBTA	Migratory Bird Treaty Act
MDP	Riverside County Master Drainage Plan
MF-LM	Multi-Family – Low-Moderate

mgd	million gallons per day
MLD	Most Likely Descendant
MM	Mitigation Measure
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Riverside County Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MT	metric tons
MT CO_2e	metric tons of carbon dioxide equivalent
MT CO_2e/year	metric tons of carbon dioxide equivalent per year
MWDOC	Municipal Water District of Orange County
MWDSC	Metropolitan Water District of Southern California
MWELO	Model Water Efficient Landscape Ordinance
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	California Native American Heritage Commission
National Register	National Register of Historic Places
NEPSSA	Narrow Endemic Plant Species Survey Area
NF_3	nitrogen trifluoride
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System
O_3	ozone
OCFCD	Orange County Flood Control District
OCPs	organochlorine pesticides

OCSD	Orange County Sanitation District
PFCs	perfluorocarbons
PM_{10}	particulate matter less than 10 microns in diameter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PPV	peak particle velocity
Prado Reservoir	Prado Basin Management Zone
PRDs	Permit Registration Documents
PRIMP	Paleontological Resources Impact Mitigation Program
project	Sumner Place Residential Development
R-1	One-Family Dwellings
R-3	General Residential
RCA	Regional Conservation Authority
RCDWR	Riverside County Department of Waste and Recycling
RCFCD	Riverside County Flood Control District
RCFD	Riverside County Fire Department
RCM	Regulatory Compliance Measure
RCNM	Roadway Construction Noise Model
RCP	reinforced concrete pipe
RCSD	Riverside County Sheriff's Department
REC	recognized environmental condition
RMS	root-mean-square
RPS	Renewable Portfolio Standard
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy

RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCIC	South Coastal Information Center
SF_6	sulfur hexafluoride
SF-L	Single-Family – Low
SGMA	Sustainable Groundwater Management Act of 2014
SKR	Stephens' Kangaroo Rat
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SLF	Sacred Lands File
SMARTS	Stormwater Multiple Application and Report Tracking System
SO_2	sulfur dioxide
SoCalGas	Southern California Gas Company
solar PV	solar photovoltaic
Specific Plan No. 300	Eastvale Specific Plan
sq mi	square mile
SR-71	State Route 71
SR-91	State Route 91
SRA	Source Receptor Area, also State Responsibility Area
SSC	Species of Special Concern
STC	Sound Transmission Class
Stratham Homes	Applicant

SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAZ	traffic analysis zone
TMDL	Total Maximum Daily Load
TMP	Traffic Management Plan
TPA	Transit Priority Area
U.S.	United States
USACE	United States Army Corps of Engineers
USFWS	Unites States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VdB	velocity in decibels
VMT	Vehicle Miles Traveled
VOCs	volatile organic compounds
WDID	Waste Discharge Identification Number
WM	Waste Management
Working Group	GHG CEQA Significance Threshold Working Group
WQCP	Water Quality Control Plant
WQMP	Water Quality Management Plan
WRCOG	Western Riverside Council of Governments
WRCRWA	Western Riverside County Regional Wastewater Authority

1.0 PROJECT INFORMATION

1. **Project Title:**

   Sumner Place Residential Development

2. **Lead Agency Name and Address:**

   City of Eastvale
   12363 Limonite Avenue, Suite 910
   Eastvale, CA 91752

3. **Contact Person and Phone Number:**

   Allen Lim, Senior Planner
   Email: alim@eastvaleca.gov
   Phone: (951) 361-0900

4. **Project Location:**

   The project site is located at the southeast corner of Schleisman Road and Sumner Avenue (Assessor's Parcel Number [APN] 152-040-001), in the city of Eastvale, California.

5. **Project Sponsor's Name and Address:**

   Brandon Roth
   Stratham Homes
   2201 Dupont Drive, Suite 300
   Irvine, CA 92612
   Email: broth@strathamhomes.com
   Phone: (949) 833-1554, x2235

6. **General Plan Designation:**

   Commercial Retail (CR)

7. **Zoning:**

   Heavy Agriculture (A-2-5)

8. **Description of Project:**

   Stratham Homes (Applicant) proposes to develop the 7.54 net acre project site with a gated townhome community comprised of 159 three-story attached townhomes across 22 individual buildings for a total building area of 261,639 square feet. The proposed project would include the development of recreational/amenity spaces for use by community residents or guests, including a 1,476-square-foot pool facility, an outdoor fitness station, a children's playground, and an open lawn area. Ancillary site improvements would include utility infrastructure connections/relocations, landscaping, and hardscaping, including surface parking and a new internal circulation roadway. Off-site roadway improvements to Orange Street, Sumner Avenue,

and Schleisman Road are also proposed to improve vehicular access to the project site, including traffic signal modifications, restriping, and curb/median realignment.

9. Surrounding Land Uses and Setting:

The approximately 7.54-acre project site is generally vacant, though two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure are present on the project site.

The project site is bounded by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south.

10. Other Public Agencies Whose Approval is Required (e.g., permits, financial approval, or participation agreements):

- Riverside County Fire Department
- City of Eastvale Building Department
- Riverside County Flood Control District
- Jurupa Community Services District (JCSD)
- Southern California Edison
- Santa Ana Regional Water Quality Control Board
- State Water Resources Control Board[1]

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resource Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

The City of Eastvale (City) requested a tribal consultation contact list from the California Native American Heritage Commission (NAHC) on February 3, 2025, pursuant to Assembly Bill (AB) 52 and Senate Bill (SB) 18. The NAHC provided a response with the updated list on February 14, 2025. Formal AB 52 and SB 18 notifications were provided to 28 tribal contacts, as identified by the NAHC, via certified mail on February 18, 2025.

The period to respond to the City's consultation request ended on May 19, 2025. On March 5, 2025, the Gabrieleño Band of Mission Indians - Kizh Nation requested to initiate the formal consultation process. Consultation with the Gabrieleño Band of Mission Indians - Kizh Nation is detailed below in Section 4.18 (Tribal Cultural Resources).

[1] Construction General Permit requirements are transferred to local agencies by way of the NPDES program. Since the City of Eastvale (lead agency) complies with the NPDES program guidelines, the State Water Resources Control Board is not a responsible agency or trustee agency with jurisdiction over the proposed project.

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2.0 PROJECT DESCRIPTION

This section describes the proposed Sumner Place Residential Development Project (project), which is the subject of this Draft Initial Study/Mitigated Negative Declaration (IS/MND) prepared pursuant to the California Environmental Quality Act (CEQA). The proposed project includes the development of a 159-unit townhome community on a 7.54 net acre (9.25 gross acre) lot (Assessor's Parcel Number [APN]: 152-040-001) at the southeast corner of Sumner Avenue and Schleisman Road in Eastvale, Riverside County.

Pursuant to Section 15124(c) of the *State CEQA Guidelines*, this section includes a description of the proposed project's location and the project's technical and environmental characteristics, followed by a summary of the intended uses of the IS/MND, a list of required permits and other approvals required to implement the project, and a list of related environmental review and consultation requirements required by federal, State, and local laws, regulations, or policies. The City of Eastvale (City) is the lead agency under CEQA.

2.1 PROJECT LOCATION

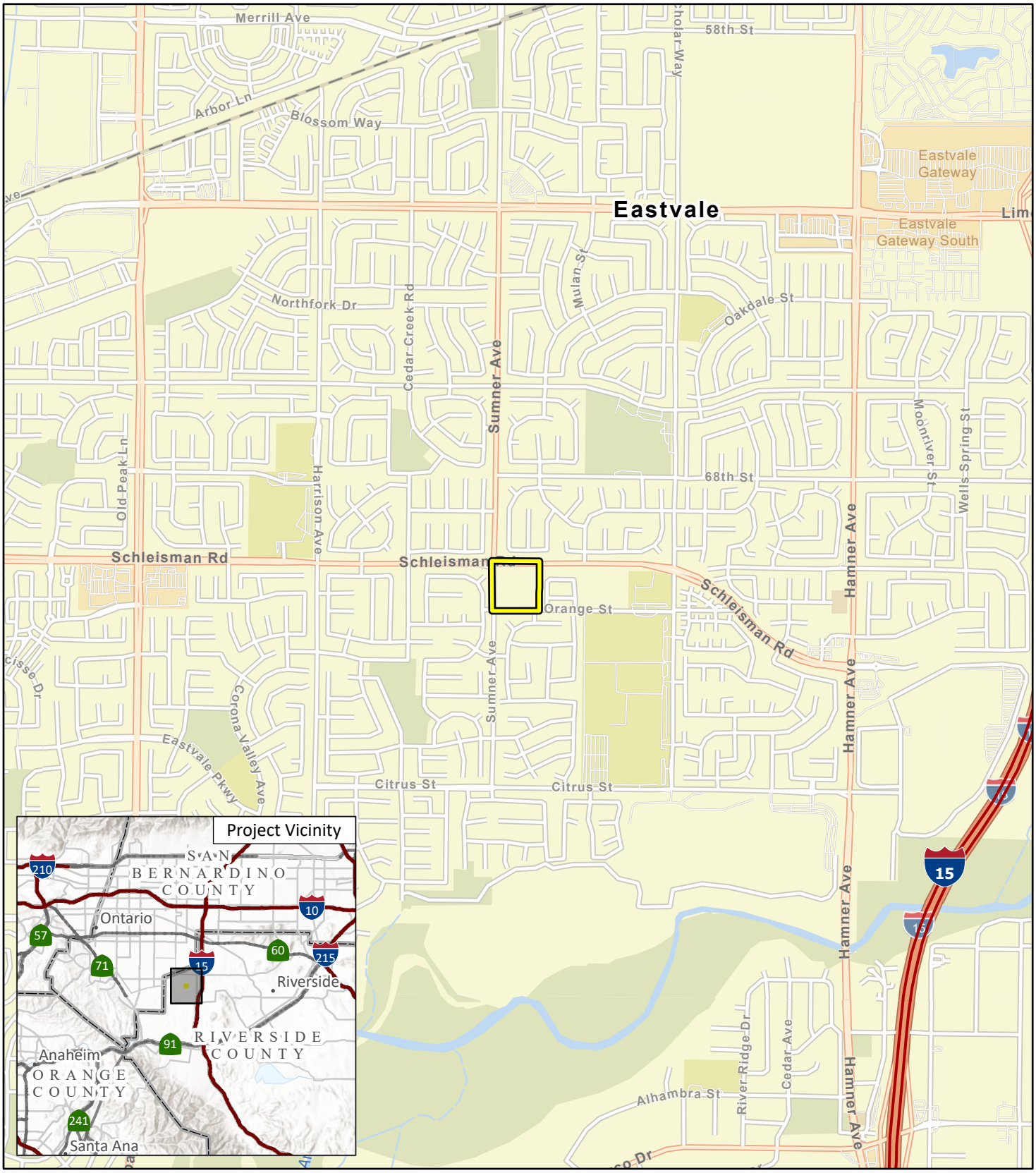
The following describes the precise location and boundaries of the project site, including its geographic context, and provides a brief overview of the existing land uses within and in the vicinity of the project site.

2.1.1 Regional Location and Access

The 7.54-acre project site is located on the southeast corner of Sumner Avenue and Schleisman Road. The project site is near the center of the City of Eastvale (city) in an area generally characterized by residential land uses. The city is bounded to the north and west by the City of Ontario, to the east by the City of Jurupa Valley, and to the south by the City of Norco. The project site is located in Section 36 of Township 1 South, Range 7 West of the San Bernardino Baseline and Meridian, as depicted on the U.S. Geological Survey (USGS) 7.5-minute series Corona North, California quadrangle. **Figure 2-1, Regional Location**, depicts the project site's location within the region. The project site is bounded by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south.

Interstate 15 (I-15) facilitates regional access to the project site. I-15, a north-to-south running regional highway in Southern California, is located approximately 1.4 miles east of the project site and provides access to the project site via either the Sixth Street ramps to the southeast of the project site or the Limonite Avenue ramps to the northeast of the project site. Local access is provided to the project site by Orange Street, which runs in the east-west direction, Sumner Avenue, which runs in the north-south direction, and Schleisman Road, which runs in the east-west direction.

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FIGURE 2-1

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0 1000 2000
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SOURCE: ESRI World Street Map (2025)

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Sumner Place Residential Development

Regional Location

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2.1.2 Site Characteristics and Current Site Conditions

The project site is generally flat and slopes slightly to the southwest. Under existing conditions, the project site is largely undeveloped, consisting of disturbed soils and vegetation. A weathered asphalt drive extends east from a concrete driveway entrance on Sumner Avenue to a widened asphalt paved area in the western portion of the site. Two currently occupied single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure are also present on the project site. The single-family residence in the southwestern portion of the project site is accessible via a paved driveway along Orange Street while the single-family residence in the northwestern portion of the project site is accessible via a paved driveway along Sumner Avenue. Existing Land uses are summarized in **Table 2.A**, below.

Vegetation within the project site is common of disturbed land. The project site is dominated by non-native species, including tree tobacco (*Nicotiana glauca*), mustard (*Hirschfeldia incana*), and cheese weed (*Malva parviflora*); as well as non-native grasses (*Bromus* ssp.; *Hordeum murinum*). Additionally, irrigated ornamental landscaping is present on the project site associated with the existing residences.

Overhead power lines and pole mounted transformers supported by wooden poles line the southern and western boundaries of the site, along the site's frontages with Orange Street and Sumner Avenue, respectively. The project site's frontage with Orange Street contains both subtransmission and distribution lines, while its frontage with Sumner Avenue contains distribution lines only. Under the proposed project, all poles associated with the distribution circuit would be removed and the distribution circuit would be relocated underground along the site's frontage, while the subtransmission circuit would remain in place aboveground. The project site's southern boundary is also lined by a V-ditch concrete flood control channel, which terminates at a storm drain inlet along Orange Street near the southwestern project site boundary.

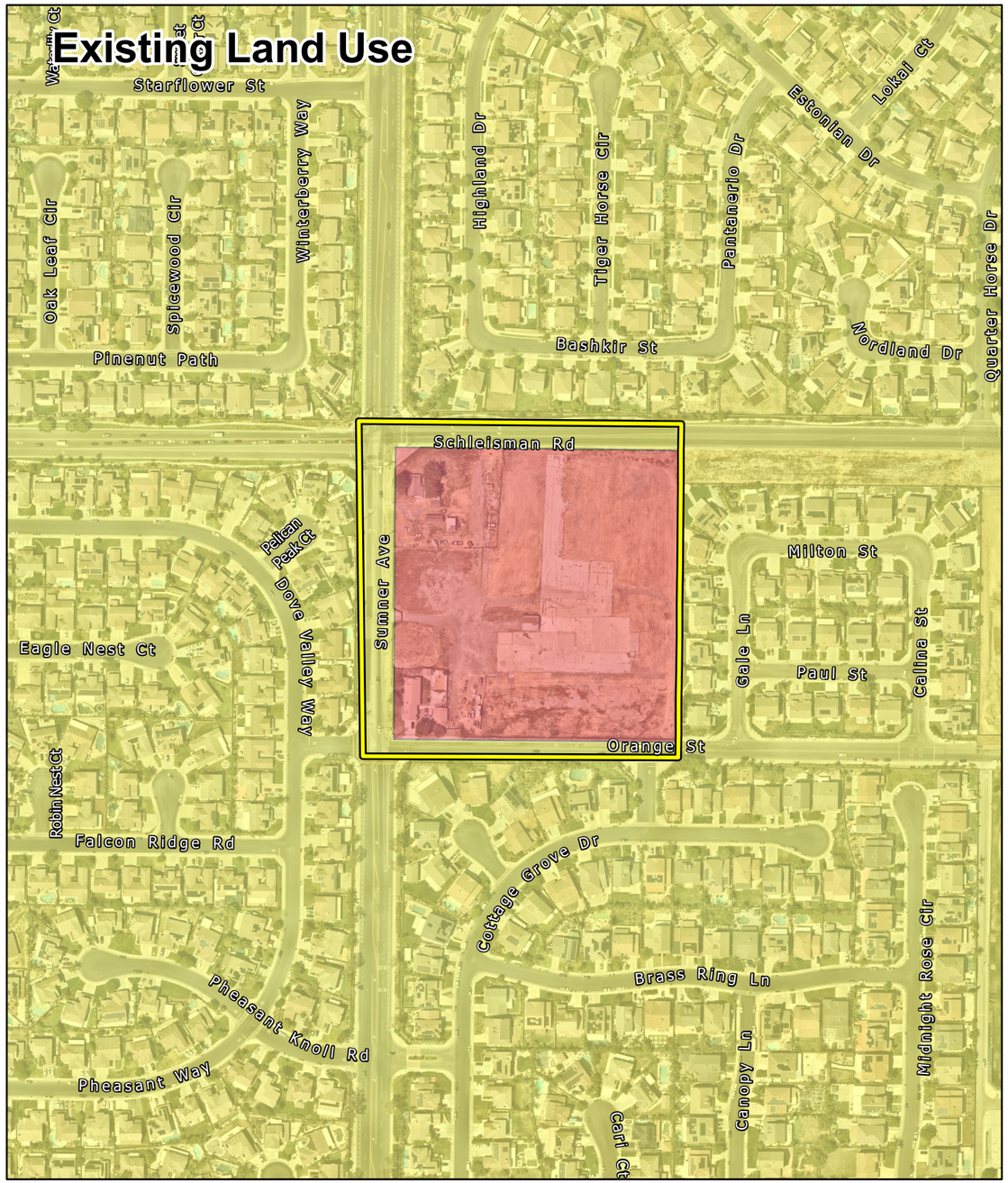
An existing cinderblock wall separates the project site from the adjacent single-family residential subdivision to the east, while the remainder of the project site is secured by chain-link fencing. The project site is separated from existing single-family residential neighborhoods to the south, east, and north by Orange Street, Sumner Avenue, and Schleisman Road, respectively. None of the project site frontages contain accessible sidewalks under existing conditions, but the portion of Sumner Avenue adjacent to the project site contains existing Class II bicycle lanes in each direction of travel.

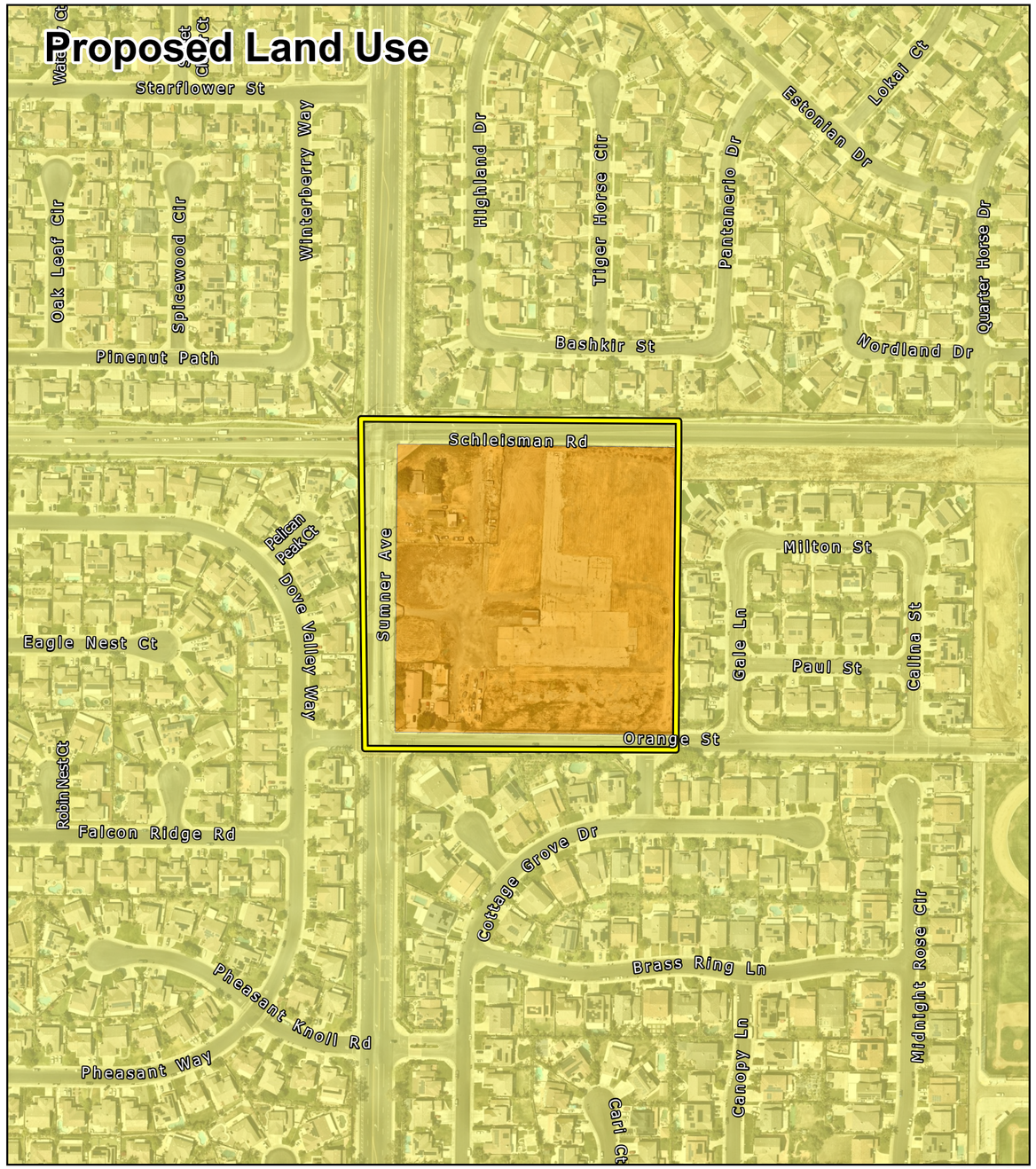
2.1.3 General Plan and Zoning

Figure 2-2, Existing and Proposed General Plan Land Use, depicts the current land use designation of the project site and surrounding areas. According to the *Eastvale General Plan 2040* (General Plan),[2] the project site is currently designated for Commercial Retail (CR) land uses.

[2] City of Eastvale. 2024. Eastvale General Plan 2040. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed June 11, 2025).

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Project Site

City of Eastvale General Plan Land Use Designations

- Commercial Retail
- Single Family - Low
- Multi-Family - Low-Moderate

0 150 300
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SOURCE: City of Eastvale and Riverside County (2017); Nearmap (04/29/2025)

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FIGURE 2-2

Sumner Place Residential Development

Existing and Proposed General Plan Land Use

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The Commercial Retail land use designation is intended for highly visible and accessible commercial retail along arterial corridors, such as retail, restaurants, and other services. This land use can also accommodate public, entertainment, office, and hospitality uses. Development standards associated with this land use include a maximum building height of 50 feet and a development intensity or Floor Area Ratio (FAR) ranging from 0.25–0.5.

The City's Zoning Code[3] designates the project site as Heavy Agriculture (A-2-5). **Figure 2-3, Existing and Proposed Zoning Designations**, depicts the current zoning classification of the project site and surrounding areas. A variety of agricultural land uses are permitted under this zoning classification, including animal keeping, farm stands, and feed and grain sales. Permissible land uses with approval of a conditional use permit include livestock sales yards, hunting clubs, and wineries. General Plan designations and zoning designations are summarized in **Table 2.A**, below.

2.1.4 Surrounding Land Uses

The project site is bounded by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south.

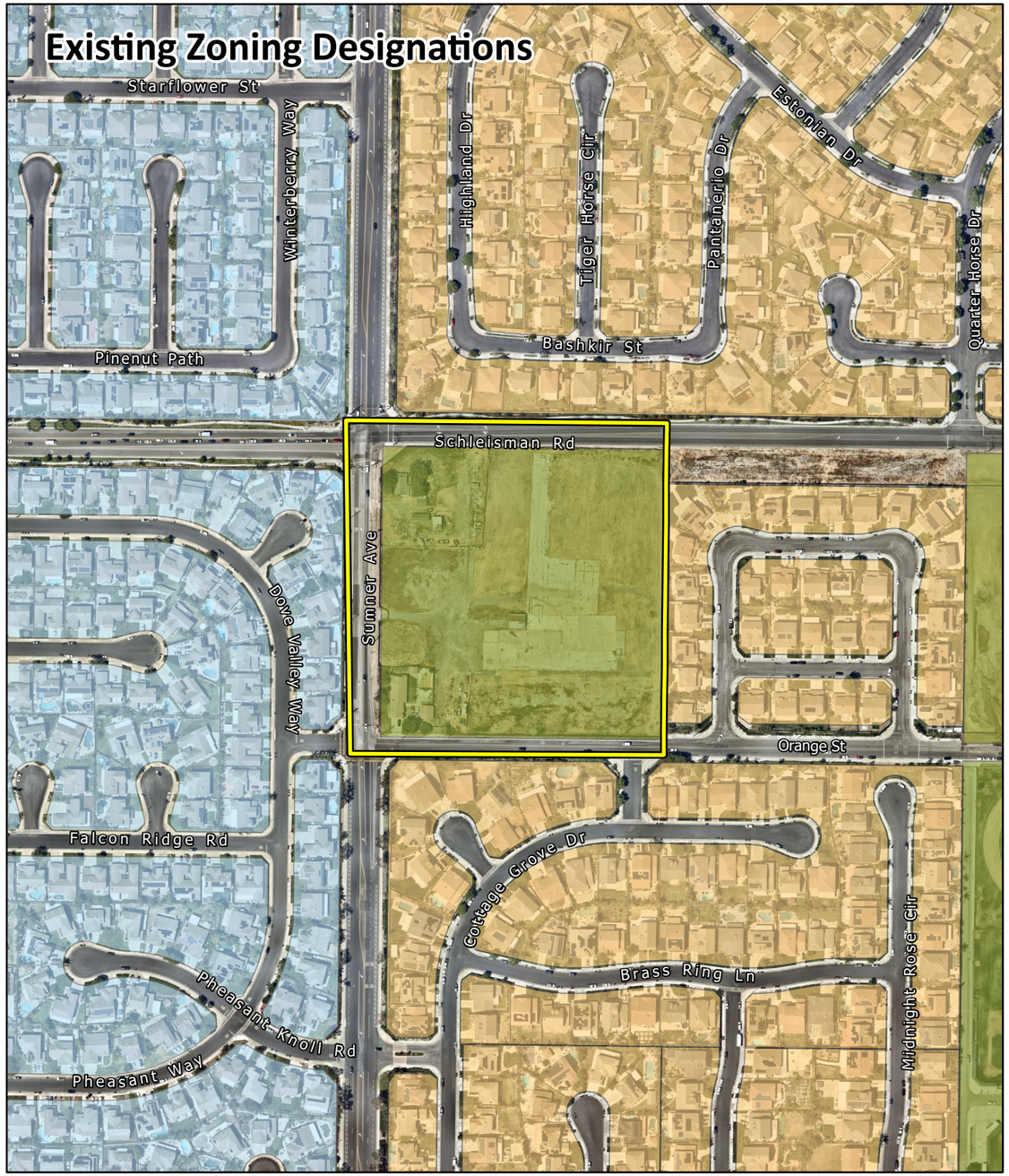
Table 2.A summarizes the existing land uses, General Plan designations, and zoning designations on the project site and surrounding properties and **Figure 2-4** depicts the project site's surrounding land uses.

According to the City's General Plan Land Use Element, surrounding land use designations include Single-Family – Low (SF-L) in all directions from the project site. According to the City's Zoning Map, surrounding zoning designations include One-Family Dwellings (R-1) to the north, east, and south, and the Eastvale Specific Plan (Specific Plan No. 300) to the west.

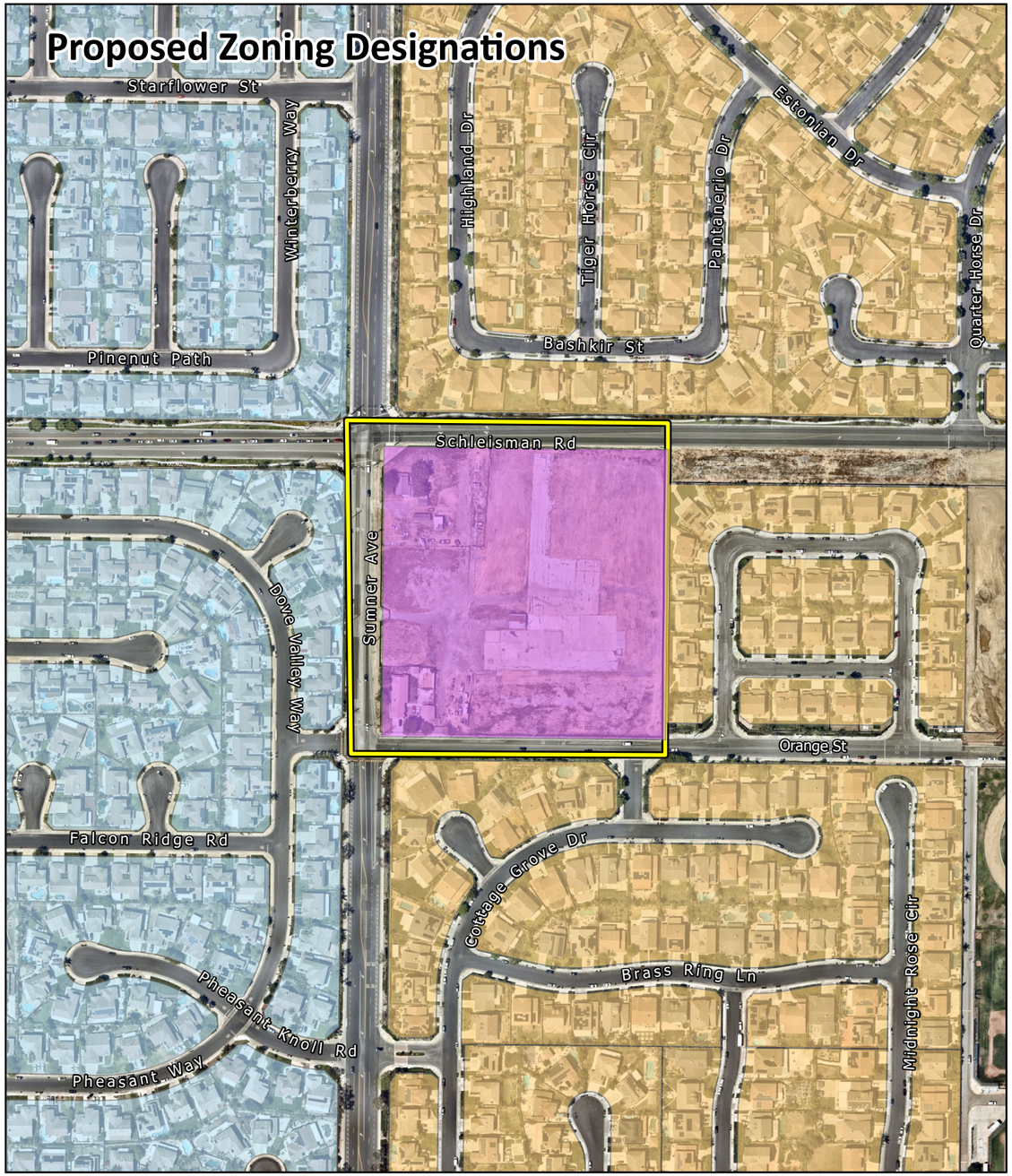
[3] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO (accessed June 11, 2025).

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Existing Zoning Designations



Proposed Zoning Designations



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Project Site

City of Eastvale Zoning Designations

- A-2-5, Heavy Agriculture
- R-1, One-Family Dwellings
- SP ZONE, Specific Plan
- General Residential

0 150 300
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SOURCE: City of Eastvale (2023); Nearmap (04/29/2025)

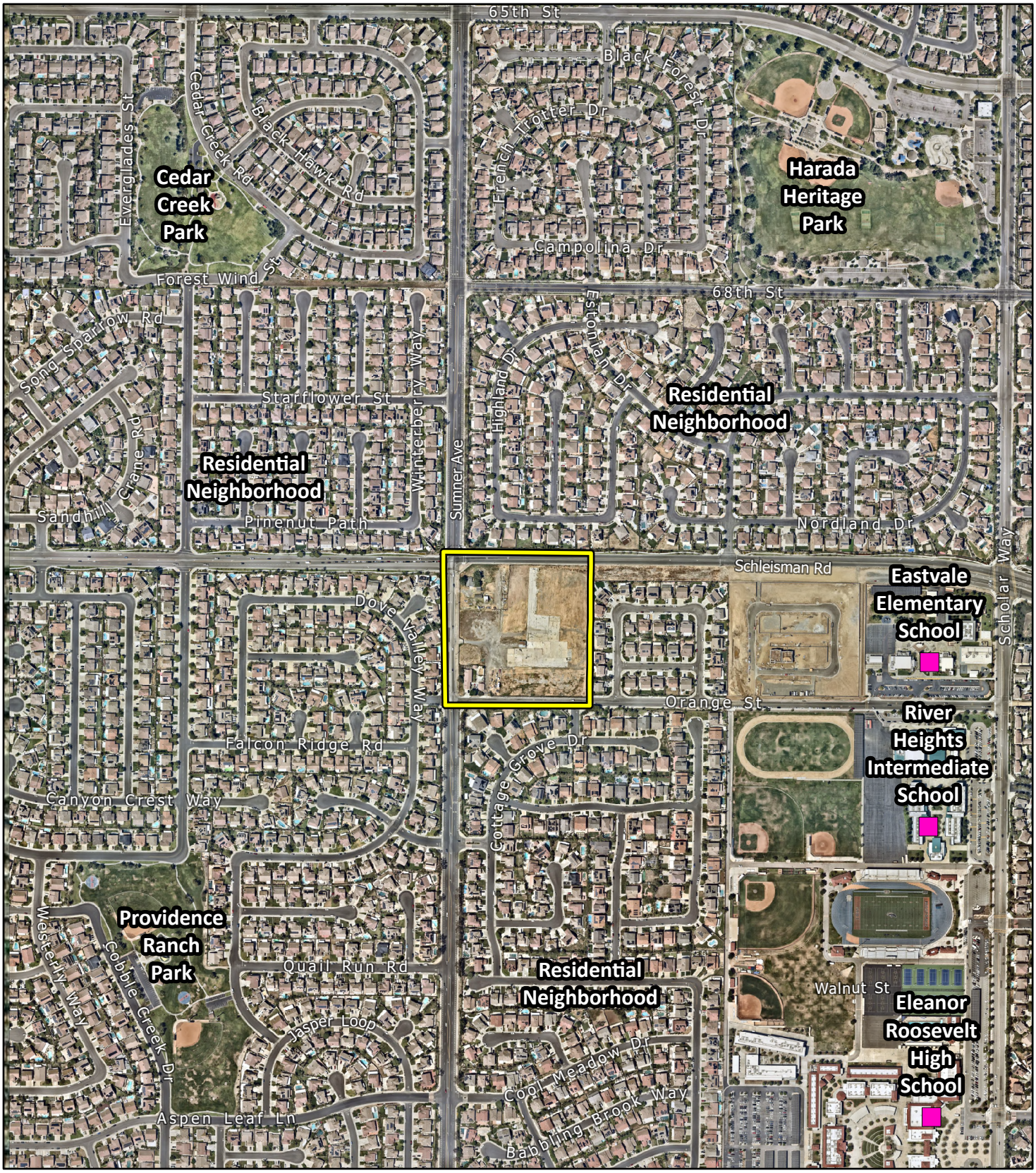
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FIGURE 2-3

Sumner Place Residential Development

Existing and Proposed Zoning Designations

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Project Site

FIGURE 2-4

N

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Sumner Place Residential Development

Existing Land Uses

SOURCE: City of Eastvale (2023), Nearmap (04/29/2025)

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Table 2.A: Existing Land Uses

Direction	Existing Land Use	General Plan Designation	Zoning Designation
Project Site	Undeveloped, Single-Family Dwelling Units (2)	Commercial Retail (CR)	Heavy Agriculture (A-2-5)
North	Developed – Single-Family Residential Neighborhood	Single-Family – Low (SF-L)	One-Family Dwellings (R-1)
East	Developed – Single-Family Residential Neighborhood	Single-Family – Low (SF-L)	One-Family Dwellings (R-1)
South	Developed – Single-Family Residential Neighborhood	Single-Family – Low (SF-L)	One-Family Dwellings (R-1)
West	Developed – Single-Family Residential Neighborhood	Single-Family – Low (SF-L)	Eastvale Specific Plan (Specific Plan No. 300)

Sources: Eastvale General Plan 2040 Land Use Diagram (City of Eastvale, March 27, 2024); City of Eastvale. City of Eastvale Zoning (City of Eastvale, October 28, 2022).

2.2 PROPOSED PROJECT

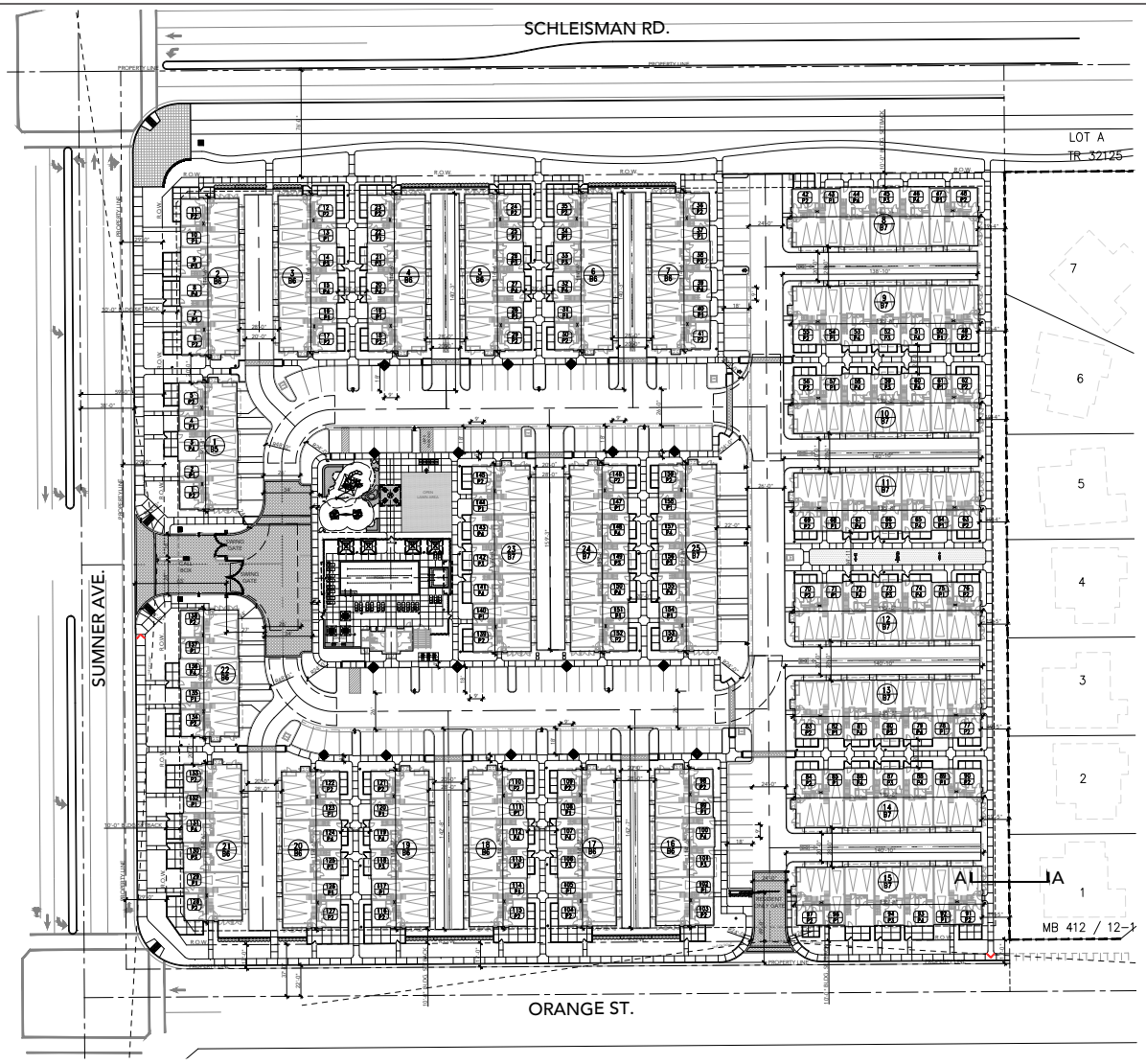
The proposed project includes the development of a 159-unit multi-family attached townhome community on approximately 7.54 net acres (9.25 gross acres). As such, the net residential density would be approximately 21.1 dwelling units per acre (du/ac), while the gross density would be approximately 15.9 du/ac. The proposed project would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 dwelling units per acre [du/ac]) and the site's zoning classification from Heavy Agriculture (A-2-5) to General Residential (R-3). **Figures 2-3, Existing and Proposed Zoning Designations** illustrate the proposed land use designation and zoning classification of the project site.

Other site improvements include ornamental landscaping, drive aisles, pedestrian walkways, and trash enclosures. The proposed project also includes off-site roadway/intersection improvements to Schleisman Road, Sumner Avenue, and Orange Street to ensure access to the proposed gated community entrances along Sumner Avenue and Orange Street. **Figure 2-5, Proposed Conceptual Site Plan**, provides an illustration of the overall development concept of the proposed project.

2.2.1 Townhome Development

The proposed project would involve the development of 22 buildings containing 159 multi-family attached townhome units, for a total building area of 261,639 square feet. Each proposed townhome unit would consist of three stories, including a two-car garage on the first floor and living space on the second and third floors. Each unit would range from two bedrooms to four bedrooms in size. **Table 2.B** provides a breakdown of each floorplan variation under the proposed project, ranging from smallest to largest.

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FIGURE 2-5

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SOURCE: Urban Arena

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Sumner Place Residential Development

Proposed Conceptual Site Plan

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Table 2.B: Townhome Unit Summary

Floorplan Type	Square Footage per Unit	Bedrooms	Bathrooms	Number of Units
Plan 1	1,307	2	2.5	50
Plan 2	1,480	3	3.5	50
Plan 3	2,019	4	3.5	23
Plan 4	2,107	4	3.5	36

Source: Conceptual Site Plan, Sheet SP1 (Urban Arena, June 20, 2025).

All 159 townhome units would consist of three stories and would have a maximum height of 50 feet, front setbacks of 10 feet, and side setbacks of 5 feet consistent with development standards applicable to the R-3 zoning district, which would be the applicable zoning district for the project site following approval of the proposed Zoning Code Amendment.[4] The first level of each townhome unit would consist of a two-car garage, with the upper two stories dedicated to living space. A total of 24 driveway parking spaces would also be available to specific units.

The proposed project would adhere to a Spanish-influenced contemporary architectural design accented with various exterior materials, including white stucco exterior walls, rust-colored s-tile roofing, black wrought-iron balcony and patio railings/accents, and decorative tiling on the patio and walkway areas. The building design would use façade enhancements and changes in vertical and horizontal lines, color, and material changes to provide visual interest and vary the scale and massing of the proposed buildings.

2.2.2 Recreation and Common Areas

The proposed project would include the development of recreational/amenity spaces for use by community residents or guests. These amenities would be located near the center of the proposed community, just east of the main project gate along Sumner Avenue.

A gated pool area is proposed, which would include a swimming pool, spa, lounge chairs, cabanas, bathrooms, and outdoor barbecue/dining area. The pool area would have a total building area of approximately 1,476 square feet. North of the pool area, an outdoor fitness station is also proposed, including a shaded workout area with pullup bars. A children's playground would also be provided north of the pool area, including climbing structures and a slide. Lastly, an open lawn area would be provided, which could accommodate a variety of recreational activities. Community resident mailboxes would be located just north of the lawn area, adjacent to a dedicated parking spot for mail delivery vehicles.

[4] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning, Section 120.03.020 – Residential and Agricultural Permitted Uses and Development Standards, Table 3.2-2. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO_CH120.03ZODIRE_S120.03.020REAGPEUSDEST (accessed June 19, 2025).

2.2.3 Site Access and Circulation

The following provides a description of site access and circulation for the proposed project, including a description of vehicular travel to and throughout the project site, pedestrian and bicycle facilities, parking accommodations, and off-site road improvements.

2.2.3.1 Vehicular Travel

Vehicular access to the project site would be provided through a gated full-access driveway along Sumner Avenue. This entrance could be utilized by both residents and guests, and would be unstaffed, but would include a call box that would enable guests to contact residents and gain access. Secondary vehicular access to the project site would be provided via a gated full-access driveway along Orange Street. This entrance would be for resident entry only and would not feature a call box to enable guest access. Both access gates would utilize the Flock Safety system to monitor vehicles entering and exiting the project site as well as parking violations.

At each of the two project entrances, swing gates would be provided for each direction of travel to provide additional community security. The gates would be electronically operated and would include an override switch to ensure emergency and fire access for first responders. These gates would also be designed to allow access to gate equipment or another method to open the gate in the event of a power failure. As such, both project driveways could provide emergency and fire access for first responders.

Traffic circulation throughout the project site would be provided by a main 26-foot-wide drive aisle traversing the site in a circular shape, which would branch off into secondary 20-foot-wide drive aisles providing access to the townhome buildings' garages. All points of site access and drive aisles would be constructed to adequate widths for public safety pursuant to local requirements.

2.2.3.2 Pedestrian/Bicycle Travel

The proposed project would include new internal circulation sidewalks surrounding and between each cluster of townhomes, providing pedestrians with access from surface parking areas to the proposed townhomes and community spaces. Pedestrian sidewalks would be designed in a manner compliant with all applicable Americans with Disabilities Act (ADA) curb cut and driveway regulations and would be lined with ornamental landscaping and security lights where feasible to improve the pedestrian experience.

In addition to the pedestrian facilities proposed within the community, the proposed project also includes pedestrian improvements along the site's frontages with Orange Street and Sumner Avenue through the development of standard landscaped sidewalks, while the project's frontage along Schleisman Avenue is already planned for pedestrian improvements under the separate Schleisman Road Mobility, Safety and Connectivity Project.[5] Sidewalks along the project site's frontages would

[5] Under this separate project, the City is considering the development of approximately 1 mile of Class I trail/pathways on Schleisman Road between Hamner Avenue and Sumner Avenue to enhance mobility, safety, and connectivity in the community.

include connections to the internal pedestrian walkway network to provide access to each townhome unit.

As previously stated, the proposed improvements to Sumner Avenue under the proposed project would maintain a Class II bicycle lane in each direction of travel. Further, the proposed project would provide bicycle racks, as discussed further below.

2.2.3.3 Parking

Refer to **Figure 2-5** for a detailed illustration of the proposed roadways and parking configuration on the project site. As previously stated, the majority of parking provided under the proposed project would consist of garage parking. Each townhome unit would feature a two-car garage, for a total of 318 garage parking spaces. Twenty-four townhome units would also be equipped with a driveway, which would accommodate 24 additional parking spaces. In addition, 149 surface parking spaces would be provided for additional resident and guest parking. Specifically, 24 spaces would be provided in resident driveways, 27 would be reserved for guest parking, and the remaining 98 could be utilized by either residents or guests. Between garage and surface parking, a total of 467 parking spaces would be provided under the proposed project. The proposed project would include a visitor management system to enable residents to pre-register guest vehicles to park on-site. On-site parking registration would be enforced overnight by marked patrol vehicles.

The proposed project would also comply with all applicable ADA standards by providing handicap spaces where feasible. One designated mail delivery space would also be provided directly across the internal drive aisle from the community mailboxes for ease of mail delivery. In addition, the proposed project would include bicycle racks to accommodate up to six bicycles, located near the proposed pool area.

Table 2.C compares the parking provided under the proposed project with the required number of parking spaces for attached single-family townhomes as outlined in Section 120.05.060, Off-Street Parking, of the City's Municipal Code. As shown in **Table 2.C**, the proposed project would meet the required number of parking spaces.

Table 2.C: Parking Summary

Unit Type	Number of Units	Garage Spaces	Driveway Spaces[1]	Surface (Resident)	Surface (Guest)	Total Spaces	Total Required	Requirement Satisfied?[2]
2-Bedroom	50	100	6	5	27	**467**	**398**	**Yes**
3-Bedroom	50	100	8	43				
4-Bedroom	59	118	10	50				
Total	159	318	24	98				

Source: City of Eastvale Municipal Code.
[1] 11 2-bedroom and all 3- and 4-bedroom units are allowed to have a third vehicle.
[2] City of Eastvale Municipal Code §120.05.060—Off-Street Vehicle Parking.

Pursuant to the California Green Building Standards Code (CALGreen), single-family residences or townhomes with a private garage must be electric vehicle (EV) capable, meaning they must have a

raceway to the garage and capacity on the electrical panel, but do not require actual charging stations. Consistent with the CALGreen, one parking bay in each garage would be electric ready for Level II charging capability (240v) and 40 amps would be reserved in the residential electrical panel.

2.2.3.4 Off-Site Roadway Improvements

In addition to the development of the 7.54-acre parcel with the proposed townhome community and shared spaces as described above, the proposed project also includes off-site roadway improvements to Schleisman Road, Sumner Avenue, and Orange Street, as described further below.

It should be noted Schleisman Avenue is already planned for improvements under the separate Schleisman Road Mobility, Safety and Connectivity Project.[6] These planned improvements include pedestrian walkways, installation of a landscaped median, and restriping to accommodate additional lanes. Proposed improvements to Schleisman Road under the proposed project include the installation of curbs and gutters and the relocation of two existing traffic signals at the southwest corner of the intersection of Schleisman Avenue and Sumner Road from their current locations to match the new curb configuration.

Proposed improvements to Sumner Avenue under the proposed project include restriping and curb modifications to accommodate one additional lane of traffic in the southbound direction and two additional lanes of traffic in the northbound direction, while also maintaining a Class II bicycle lane in each direction. A raised median would also be installed to separate each direction of traffic, with an opening near the project's main gated entrance to ensure accessibility from both directions. In addition to relocating the two existing traffic signals at the intersection of Sumner Avenue and Schleisman Road, the project would also relocate one existing traffic signal at the northeastern corner of the intersection of Sumner Avenue and Orange Street.

Proposed improvements to Orange Street under the proposed project include removal of existing gutters and the installation of new curbs and gutters. Orange Street would also be restriped to accommodate an additional lane of traffic in each direction and to ensure access to the project site's secondary gated entrance.

2.2.4 Landscaping

The proposed project would provide a total of 32,833 square feet of landscaped area. The proposed project would incorporate landscaping throughout the project site through a combination of accent plantings/groundcovers, shrubs, and trees along the majority of the site perimeter and include additional trees and landscape material within common areas, adjacent to buildings, and within frontage parkways. The proposed landscaping would be consistent with the landscaping characteristics of surrounding residential uses and would complement the proposed development and surrounding area.

[6] Under this separate project, the City is considering the development of approximately 1 mile of Class I trail/pathways on Schleisman Road between Hamner Avenue and Sumner Avenue to enhance mobility, safety, and connectivity in the community.

In compliance with the City of Eastvale's Water Efficient Landscape Regulations,[7] the proposed project's plant palette would consist of plant materials and trees considered native to the region and requiring minimal water demand. All plants would be grouped together based on similarity of water requirements to ensure efficiency in irrigation. The on-site landscaped areas would utilize an irrigation system combining various technologies for targeting watering and water conservation goals. Shrubs and ground cover areas would utilize drip irrigation delivering water directly to the plants. Trees would receive water via bubblers allowing deep, infrequent irrigation. The site would be serviced by a new point of water connection with a dedicated potable water lines and backflow preventer. A smart controller, flow sensor, and master valve would be installed to prevent excess irrigation during rain events. Per Section 14.24.110, Landscape Irrigation and Maintenance, of the City's Municipal Code, landscaping on site would be maintained and inspected on a regular basis.

2.2.5 Lighting

The proposed project would include on-site lighting through the project site for visibility and safety, particularly with respect to parking areas, pedestrian pathways, and outdoor common areas. Security lighting is proposed on all building façades. All lighting would be consistent with the standards outlined in Section 120.05.050 of the City's Municipal Code and would be generally pointed downward and shielded to prevent light spillage onto adjacent properties.

2.2.6 Infrastructure and Utilities

The project site is in an urbanized area characterized largely by single-family residential development, and existing utilities and infrastructure are available for interconnection generally adjacent to or close to the project site. The proposed project would include the installation of the following utility connections to the satisfaction of the applicable utility providers: water, wastewater, stormwater drainage, electric, natural gas, and telecommunications. Connections to existing utility infrastructure would be within the adjacent public rights-of-way.

2.2.6.1 Water

Domestic water service to the project site would be provided by the Jurupa Community Services District (JCSD). JCSD provides potable water, wastewater, and recycled water services to a service population of approximately 33,000 households within a service area of approximately 40.8 square miles.[8]

Under the proposed project, a domestic water line would be installed throughout the project site to supply water to the proposed structures. The proposed project would establish a connection between this internal domestic water line and the existing 12-inch domestic water supply pipe located beneath Sumner Road.

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7 City of Eastvale. Eastvale, California – Code of Ordinances. Title 14, Chapter 14.24 – Water Efficient Landscape Regulations. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT14WASE_CH14.24WAEFLARE (accessed June 19, 2025).

8 Jurupa Community Services District. About JCSD Water. Website: https://www.jcsd.us/YourDistrict/ Water/ AboutJCSDWater/ (accessed June 19, 2025).

2.2.6.2 Wastewater

As with water, wastewater/sewage services would be provided by JCSD. JCSD's wastewater infrastructure includes a collection system consisting of approximately 370 miles of collection pipelines, nine active lift stations, and two standby lift stations.[9]

Under the proposed project, an 8-inch sewer line would be installed throughout the project site to convey wastewater associated with project operations to a point of connection with an existing 8-inch sewer line beneath Orange Street.

2.2.6.3 Stormwater

In its existing condition, the project site consists of both pervious and impervious surfaces. Impervious surfaces on the project site under existing conditions include two existing single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure. Pervious surfaces under existing conditions include disturbed vegetation and soils. The existing topography of the project site gently slopes slightly to the southwest towards an existing 36-inch V-ditch drainage feature, which runs east-west along the project site's southern border. Under existing conditions, stormwater at the project site either infiltrates at the project site or sheet flows southwest to discharge into the V-ditch, which then conveys the stormwater to the existing inlet near the southwestern corner of the project site. The drainage system that would serve the project site is under the jurisdiction of Riverside County Flood Control District (RCFCD) in accordance with the Riverside County Master Drainage Plan (MDP). Specifically, the project site is located within Zone 2 as designated in the MDP,[10] and is served by Eastvale Master Drainage Plan Line D.

The proposed project would increase the impervious surface coverage on the project site compared to existing conditions. However, the proposed project would include landscaped pervious areas, allowing infiltration on certain portions of the project site. Further, the proposed project would generally maintain the existing drainage pattern at the project site, and would include an underground retention trench system with drywells appropriately sized to retain and infiltrate stormwater in excess of the required Design Capture Volume for the entire project site (18,928 cubic feet), while detaining and reducing the developed peak runoff in accordance with requirements set forth by the Riverside County Municipal Separate Storm Sewer System (MS4) Permit.

2.2.6.4 Electricity and Gas

Electrical service would be provided by Southern California Edison through connections to the existing electrical infrastructure serving the project site and surrounding land uses. Under the proposed project, the aboveground distribution circuit and associated poles along the project site's frontages

[9] City of Eastvale. October 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 3.13-4. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed June 19, 2025).

[10] Riverside County Flood Control District. Master Drainage Plan. Website: https://content.rcflood.org/MDPADP/ (accessed June 19, 2025).

on Orange Street and Sumner Avenue would be removed and relocated underground, while the subtransmission circuit would remain in place aboveground.

The 2022 Building Energy Efficiency Standards require the installation of solar photovoltaic (solar PV) system requirements for all newly constructed single-family and multi-family buildings. Section 160.9 of the 2022 Energy Code provides mandatory requirements for "electric ready" construction in individual dwelling units, including provisions to provide wiring/conduit/electric panel space to accommodate heat pumps (cooling/heating and water heating), electric cooktops, and electric clothes dryers in individual townhome units. As permitted, the required solar PV system may be installed on rooftops and/or shade structures. The location, configuration, and capacity of any required solar energy systems would be determined in accordance with applicable provisions of the California Energy Code (2022 Building Energy Efficiency Standards) and in consultation with the City.

2.2.7 Construction and Phasing

Construction of the proposed project would include demolition, site preparation, installation of utilities, paving, building construction, landscaping, and architectural coating activities. The proposed project would be constructed over approximately 24 months, with construction anticipated to begin in March 2026 and conclude in March 2028. Construction activities would not operate outside the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May), consistent with the City's Noise Ordinance.[11] Construction parking and staging would occur on the project site. However, temporary lane closures and/or detours may be necessary along adjacent roadways during project construction.

The preliminary proposed project construction phasing is presented below in **Table 2.D**.

Table 2.D: Preliminary Project Construction Phasing

Phase	Begin Date	End Date	Duration (working days)
Demolition	3/2/2026	3/6/2026	5
Site Preparation	3/7/2026	3/9/2026	1
Grading	3/10/2026	6/1/2026	60
Trenching	6/2/2026	8/3/2026	45
Building Construction	8/4/2026	2/14/2028	400
Paving	2/15/2028	3/13/2028	20
Architectural Coating	9/28/2027	2/14/2028	100

Source: Urban Crossroads, Inc. (2025).

The entire project site is anticipated to be disturbed during construction activities. Grading of the project site would require importation of approximately 28,700 cubic yards of soil. Hauling imported

[11] City of Eastvale. Eastvale, California – Code of Ordinances. Title 8 – Public Morals and Safety, Chapter 8.52 – Noise Regulation. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT8PUMOSA_CH8.52NORE (accessed June 19, 2025).

soil to the project site is estimated to require approximately 60 one-way haul truck roundtrips per day during the grading phase.

2.3 REQUIRED PERMITS AND APPROVALS

Although the City of Eastvale is the Lead Agency for the project under CEQA, other agencies also have discretionary authority related to the project and approvals or serve as a responsible and/or trustee agency in connection to the project as established in *State CEQA Guidelines* Section 15124(d)(2), "If a public agency must make more than one decision on a project, all its decisions subject to CEQA should be listed." A list of these agencies and potential permits and approvals that may be required is provided in **Table 2.E**.

Table 2.E: Potential Permits and Approvals

Lead Agency Permits and/or Approvals	
City of Eastvale	● IS/MND adoption ● General Plan Amendment from Commercial Retail (CR) to Multi-Family-Low-Moderate (20.1-40 du/ac) ● Rezoning from Heavy Agriculture (A-2-5) to General Residential (R-3) ● Major Development Review ● Tentative Tract Map (TTM 38032)
Other Agency/Entity Permits and/or Approvals	
Riverside County Fire Department	● Review/approval of fire truck access and site fire flow design
City of Eastvale Building Department	● Issuance of Building Permits for new construction
Riverside County Flood Control District	● Issuance of encroachment permit for construction activities occurring within District right of way or facilities (Eastvale Master Drainage Plan Line D)
Jurupa Community Services District (JCSD)	● Issuance of water and wastewater connection permits
Southern California Edison	● Issuance of electrical connection permit ● Approval of distribution circuit undergrounding
Santa Ana Regional Water Quality Control Board	● Approval of Water Quality Management Plan (WQMP)
State Water Resources Control Board	● Approval of Stormwater Pollution Prevention Plan (SWPPP)

Source: Compiled by LSA Associates, Inc. (2025).

3.0 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" for which mitigation has been prescribed as indicated by the checklist in Section 4.0.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

3.1 DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Allen Lim
Signature

1/20/2026
Date

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4.0 CEQA ENVIRONMENTAL CHECKLIST

4.1 AESTHETICS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

4.1.1 Impact Analysis

a. Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. Scenic resources and vistas in Eastvale consist of views of the San Gabriel and San Bernardino Mountains to the north and northeast, which are partially visible from most areas of the city.[12]

Under existing conditions, the project site is largely undeveloped, consisting of disturbed soils and vegetation. The project site is relatively level, sloping slightly to the southwest, with no existing topographical features. Two single-story single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure are also present on the project site. The project site is bounded by one- and two-story single-family residential uses and/or existing roadways on all sides.

The project site is located approximately 14.6 miles south of the San Gabriel Mountains and approximately 27 miles southwest of the San Bernardino Mountains. Under existing conditions, background views of scenic resources, including the San Gabriel Mountains and San Bernardino Mountains, are visible from the project site and adjacent roadways. While existing residential land

[12] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 8, 2025).

uses, landscaping, and utility features obstruct views of the lower slopes of these mountain ranges, distant ridgelines and peaks remain visible.

The proposed project would result in the construction of a 159-unit townhome community on the approximately 7.54-acre project site for a residential density of approximately 21.1 du/ac. Each proposed townhome unit would consist of three stories. All 159 townhome units would reach a maximum height of 50 feet, consistent with development standards applicable to the proposed R-3 zoning district.[13] The scale and massing of the proposed townhome community would be visually consistent with surrounding residential neighborhoods.

As views of the San Gabriel and San Bernardino Mountains are already obscured from the project site and its vicinity, construction of the proposed buildings would not result in substantially obscured views of the San Gabriel and San Bernardino Mountains in comparison to existing conditions. In addition, partial views of the San Gabriel and San Bernardino Mountains would still exist from nearby public access points, including Harada Heritage Park, located northeast of the project site. As such, the proposed project would have a less than significant impact related to scenic vistas, and no mitigation is required.

b. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. According to the California Department of Transportation (Caltrans), no officially designated or eligible State Scenic Highways exist in the city.[14] Three highway segments, State Route 71 (SR-71), approximately 5.1 southwest of the project site, State Route 91 (SR-91), approximately 5.4 miles south of the project site, and Interstate 15 (I-15), approximately 5.7 miles southeast of the project site, are considered Eligible State Scenic Highways, presumably due to their views of surrounding Mountain Ranges and Prado Regional Park. However, none of these highways are officially designated as State scenic highways. The nearest State-designated highway is a portion of SR-91 located approximately 13.5 miles southwest of the project site, near Yorba Linda Regional Park.[15]

Due to distance and existing intervening development, views of the project site are obscured from the highways listed above. Given that the project site is not visible from the eligible or designated sections of SR-71, SR-91, and I-15 and the proposed project would not exceed any height limits applicable to the R-3 zoning designation, the proposed project would not damage scenic resources

[13] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning, Section 120.03.020 – Residential and Agricultural Permitted Uses and Development Standards, Table 3.2-2. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO_CH120.03ZODIRE_S120.03.020REAGPEUSDEST (accessed July 8, 2025).

[14] California Department of Transportation (Caltrans). California State Scenic Highway System Map. Website: https://www.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa (accessed July 8, 2025).

[15] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 8, 2025).

within a State scenic highway. Therefore, impacts to scenic resources within a State scenic highway viewshed would be less than significant, and no mitigation is required.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Less Than Significant Impact. The project site is located in an urban area, adjacent to existing residential uses.[16] As discussed above, public views from publicly accessible vantage points in the project vicinity would not be substantially degraded as a result of the proposed project.

Construction of the proposed project would introduce the use of machinery such as excavators and bulldozers, and the presence of construction equipment and related activity on the site would temporarily alter the visual character of the project site. Construction staging areas, including earth stockpiling, storage of equipment and supplies, and related activities would contribute to a disturbed site, which would temporarily alter the visual condition of the site. However, a chain-link fence covered by tinted material would be established around the perimeter of the project site during construction activities for security and visual screening purposes.

Upon completion of the proposed project, public views of the project site from Sumner Avenue, Schleisman Road, and Orange Street would include a gated 159-unit townhome community, which would be developed to a similar scale, mass, and architectural style as surrounding existing residential uses. As previously discussed, development of the townhome units would be consistent with development standards applicable to the proposed R-3 zoning district. Further, the proposed project incorporates landscaping throughout the project site through a combination of accent plantings/ groundcovers, shrubs, and trees along the majority of the site perimeter and includes additional trees and landscape material within common areas, adjacent to buildings, and with frontage parkways. This landscaping would improve the pedestrian experience within the project site and along public project site frontages. As such, public views of the project site would be similar to the views of surrounding existing development. In addition, the landscape frontage along Sumner Avenue, Schleisman Road, and Orange Street and the eastern boundary of the project site would provide a visual buffer to transition to the development on the project site. The proposed project would result in a change in the visual character of the project site; however, such changes would be consistent with the existing pattern of land uses surrounding the project site. For these reasons, implementation of the proposed project would not conflict with applicable zoning or other regulations governing scenic quality.

As previously stated, the proposed project would require a General Plan amendment to change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate and a Zoning Code amendment to change the site's zoning from Heavy Agriculture to General Residential. Following approval of General Plan and Zoning Code amendments, the land use designation and zoning

[16] United States Census. Urban and Rural. 2023. Website: https://www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural.html#:~:text=Rural%20encompasses%20all%20population%2C%20housing,and/or%20population%20density%20requirements. (accessed September 9, 2025).

classification associated with the project site would be consistent with the proposed use, and the City's Design Review process would facilitate compatibility and compliance with applicable City standards and ordinances to ensure a high-quality development compatible with the General Plan land use designation, zoning district, and surrounding community.

Overall, the proposed project would be designed to be consistent with existing development in the vicinity of the project site. These design elements would be complementary to the surrounding visual character of the area and would be consistent with design guidelines in accordance with the City's General Plan and Zoning Code. Therefore, impacts on the visual character or quality of the project site and its surroundings would be less than significant. No mitigation is required.

d. Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less Than Significant Impact. Currently, nighttime lighting is produced by surrounding residential development, street lighting, and vehicles on adjacent roadways. The proposed project would increase vehicle trips to and from the project site that would incrementally increase ambient nighttime illumination in the area. The proposed project would also incorporate street and pedestrian lighting throughout the project site, including at the entrance and exits on Sumner Avenue and Orange Street, project site roadways and parking areas, and individual lighting on each of the proposed buildings. Project operations would create new light sources from interior and exterior illumination associated with building materials, windows, exterior lighting, and security lighting.

All lighting associated with the proposed project would be consistent with the standards outlined in Section 120.05.050, Outdoor Lighting, of the City's Municipal Code and would be generally pointed downward and shielded to prevent light spillage onto adjacent properties.[17] Additionally, interior and exterior lighting would conform to California Green (CALGreen) Building Standards Code. Through compliance with existing City regulations, proposed lighting would not substantially affect daytime or nighttime views in the vicinity of the proposed project.

Glare can be produced during the daytime and is usually associated with reflective building materials, such as glass, stainless steel, aluminum, and photovoltaic panels. The proposed building exteriors would generally be covered by non-reflective materials, which would minimize glare, and glass windows would be incorporated into each building design in accordance with development standards established for the MF-LM land use and R-3 zoning designations. The project site perimeter would be developed with plant materials and trees, which would assist in minimizing light spillage onto neighboring areas. Additionally, the proposed project would generally not utilize high gloss or reflective building materials that would cause substantial glare or reflection or generate excessive light. Therefore, impacts from new sources of substantial light or glare would be less than significant. No mitigation is required.

[17] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning – Section 120.05.050 – Outdoor Lighting. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO_CH120.05DEST_S120.05.050OULI (accessed July 8, 2025).

4.2 AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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 non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☒	☐
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

4.2.1 Impact Analysis

a. Would the project 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 non-agricultural use?

No Impact. As stated in Section 2.0, Project Description, of this IS/MND, the project site is generally undeveloped with the exception of two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure. According to the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program (FMMP), the project site and surrounding area is

designated as Urban and Built-Up Land.[18] This designation is defined as land that is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. As such, the project site is not designated as Prime Farmland, Farmland of Statewide Importance, or Unique Farmland. Therefore, implementation of the proposed project would not convert Farmland to a non-agricultural use, and no impact would occur. No mitigation is required.

b. Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Less Than Significant Impact. The City's Zoning Code[19] designates the project site as Heavy Agriculture (A-2-5). A variety of agricultural land uses are permitted under this zoning designation, including animal keeping, farm stands, and feed and grain sales. However, no agricultural uses have occurred on or adjacent to the site under existing or recent conditions. Following approval of the proposed Zoning Code amendment, the zoning classification associated with the project site would be consistent with the proposed residential townhome use. Specifically, the proposed amendment would change the site's zoning classification from Heavy Agriculture to General Residential (R-3). As such, with approval of the proposed Zoning Code amendment, the proposed project would not conflict with existing zoning for agricultural use.

Based on the Department of Conservation (DOC)'s Williamson Act Enrollment Finder tool,[20] the project site is not covered under an existing or recent Williamson Act contract. Thus, impacts related to conflicts with existing zoning for agricultural use or a Williamson Act contract would be less than significant, and no mitigation is required.

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (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))?

No Impact. As previously stated, the project site is currently zoned for Heavy Agriculture (A-2-5) uses. The proposed project includes a Zoning Code amendment to change the zoning of the project site from Heavy Agriculture to General Residential (R-3). As such, the project site is not zoned for forestland, timberland, or Timberland Production uses under existing or proposed conditions. Further, no forestland or timberland currently exists on the project site. Therefore, the proposed project would not conflict with existing zoning or result in the rezoning of forestland, timberland, or timberland zoned Timberland Production. No impact would occur, and no mitigation is required.

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18 California Department of Conservation (DOC). 2022. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/ (accessed July 2, 2025).

19 City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO (accessed June 11, 2025).

20 California Department of Conservation. 2024. Williamson Act Enrollment Finder. Website: https://maps.conservation.ca.gov/dlrp/WilliamsonAct/App/ (accessed July 2, 2025).

d. Would the project result in the loss of forest land or conversion of forestland to non-forest use?

No Impact. As stated in Section 4.2.1(c) above, the project site is not zoned for forestland, timberland, or Timberland Production uses, and no forestland or timberland currently exists on the project site. Therefore, the proposed project would not result in the loss of forest land or the conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As previously stated, no agricultural or forestry land uses exist within the project site under current conditions. The project site is generally surrounded by land developed with residential and other urban uses and is not located in proximity to agricultural or forestry operations. Therefore, implementation of the proposed project would not involve other changes in the existing environment which, due to its location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use. No impact would occur, and no mitigation is required.

4.3 AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. 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?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

The analysis presented in this section is based upon information from the *Sumner Place Air Quality and Greenhouse Gas Assessment* (AQ/GHG Assessment) prepared for the proposed project by Urban Crossroads, Inc. in October 2025.[21] This report is included as Appendix A to this IS/MND.

The project site is within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is the regional government agency that monitors and regulates air pollution within the Basin and works directly with the Southern California Association of Governments (SCAG), county transportation commissions, local governments, as well as State and federal agencies to meet State and federal ambient air quality standards.

The federal Clean Air Act and the California Clean Air Act mandate the control and reduction of specific air pollutants (referred to as "criteria pollutants"). Under these respective laws, the United States Environmental Protection Agency (EPA) and the California Air Resources Board (CARB) have established ambient air quality standards for criteria pollutants, designed to protect public health and welfare. Primary criteria pollutants include carbon monoxide (CO), volatile organic compounds (VOCs), nitrogen oxides (NO_X), particulate matter that is less than 10 microns in diameter (PM_{10}), sulfur dioxide (SO_2), and lead. Secondary criteria pollutants include ozone (O_3), and particulate matter that is less than 2.5 microns in diameter ($PM_{2.5}$). The ambient air quality standard for each criteria pollutant represents the level that is considered safe to the public and avoids specific adverse health effects associated with each criteria pollutant.

The Basin is in nonattainment of the federal and State standards for O_3 and $PM_{2.5}$, and in nonattainment of the State PM_{10} standard. The SCAQMD has established project-level thresholds for VOCs, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$, shown in **Table 4.3.A**. The SCAQMD considers any project in the

[21] Urban Crossroads. *Sumner Place Air Quality and Greenhouse Gas Assessment.* July 28, 2025.

Basin with construction- or operation-related emissions that exceed any of the emission thresholds shown in **Table 4.3.A** to have potentially significant impacts.

Table 4.3.A: SCAQMD Construction and Operation Thresholds of Significance

Emission Source	Pollutant Emissions Threshold (lbs/day)					
	VOCs	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Construction Thresholds	75	100	550	150	150	55
Operation Thresholds	55	55	550	150	150	55

Source: South Coast Air Quality Management District (1993).
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide
VOCs = volatile organic compounds

The SCAQMD published its *Final Localized Significance Threshold Methodology* (LST Methodology) in June 2003 (updated July 2008), recommending that all air quality analyses include an assessment of air quality impacts to nearby sensitive receptors.[22] This guidance was used to analyze potential localized air quality impacts associated with construction of the proposed project. The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (National Ambient Air Quality Standards [NAAQS]/California Ambient Air Quality Standards [CAAQS]). Collectively, these are referred to as localized significance thresholds (LSTs). The SCAQMD established a set of LSTs to represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in their air quality impact analyses.

LSTs are based on the size or total area of the emission source, the ambient air quality in the Source Receptor Area (SRA), and the distance between the project and the nearest sensitive receptor. The SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather as sensitive receptors (i.e., residences, schools, hospitals, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields). The AQ/GHG Assessment identifies 11 receptors for the purposes of calculating LSTs, all existing residences. Of these, the nearest sensitive receptor to the project site is an existing residence approximately 14 feet (4 meters) east of the project site. The SCAQMD only provides LST screening tables for 25-, 50-, 100-, 200-, and 500-meter source-receptor distances, but the LST Methodology states that projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. As the nearest sensitive receptor is located less than 25 meters from the project site, the AQ/GHG Assessment utilized the 25-meter receptor distance for evaluation of localized emission impacts. The AQ/GHG Assessment also utilized a 1-acre per day disturbance area for

[22] South Coast Air Quality Management District (SCAQMD). 2008. Final Localized Significance Threshold Methodology. July. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/final-lst-methodology-document.pdf (accessed July 9, 2025).

demolition activities during construction and a 3-acres per day disturbance area for site preparation and grading activities during construction. The AQ/GHG Assessment only considered emissions associated with these three construction activities for purposes of LSTs as these phases represent the maximum localized emissions that would occur.

The project site is approximately 7.54 acres; therefore, the operational LST is based on the maximum 5-acre threshold.[23] **Table 4.3.B** below shows the emissions thresholds that would apply based on the disturbance area/project site sizes and distance to the nearest sensitive receptor during project construction and operations, respectively. It should be noted that while the site preparation and grading phases are based on the same disturbance area and distance to the nearest sensitive receptor, variations in construction equipment between the two phases result in different LSTs.

Table 4.3.B: SCAQMD Localized Significance Thresholds

Emissions Source		Pollutant Emissions Threshold (lbs/day)			
		NO_X	CO	PM_{10}	$PM_{2.5}$
Construction	**Demolition** (1.0 acres, 25-meter distance)	170	1,007	6	5
	Site Preparation (3.0 acres, 25-meter distance)	220	1,354	9	7
	Grading (3.0 acres, 25-meter distance)	270	1,700	12	8
Operations (5.0-acres, 25-meter distance)		270	1,700	3	2

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment* (Urban Crossroads, Inc., October 2025), Tables 7 and 8.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

4.3.1 Impact Analysis

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. As previously stated, the project site is located in the South Coast Air Basin. According to the AQ/GHG Assessment, this Basin is characterized by relatively poor air quality. An Air Quality Management Plan (AQMP) describes air pollution control strategies to be undertaken by a city or county in a region classified as a nonattainment area to meet the requirements of the federal Clean Air Act. The main purpose of an AQMP is to bring an area into attainment of federal and State ambient air quality standards (AAQS). The Basin is in nonattainment for the federal and State standards for O_3 and $PM_{2.5}$, and State standards for PM_{10}. Therefore, the Basin is classified as a nonattainment area, and an AQMP is required. In response, SCAQMD has adopted a series of AQMPs, updated regularly.

[23] SCAQMD. Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. Website: https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf (accessed July 9, 2025).

The currently applicable air quality plan is the SCAQMD's adopted 2022 AQMP.[24] The 2022 AQMP continues to evaluate current integrated strategies and control measures to meet the CAAQS, as well as explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. The 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments (SCAG) Connect SoCal 2020 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS),[25] a planning document that supports the integration of land use and transportation to help the region meet the federal CAA requirements. It should be noted that SCAG updates Connect SoCal every four years, with the latest RTP/SCS (Connect SoCal 2024) was approved by SCAG's Regional Council in April 2024. Because the 2022 AQMP was prepared prior to the adoption of Connect SoCal 2024, the information presented in the 2022 AQMP is based on Connect SoCal 2020 rather than Connect SoCal 2024.

Consistency analysis plays an essential role in local agency project review by linking local planning and unique individual projects to air quality plans. A consistency determination fulfills the CEQA goal of fully informing local agency decision-makers of the environmental costs of the project under consideration at a stage early enough to ensure that air quality concerns are addressed. Only new or amended General Plan elements, Specific Plans, and significantly unique projects need to undergo a consistency review given that the air quality plan strategy is based on projections from local general plans. The proposed project does not meet the criteria to be considered a project of statewide, regional, or area-wide significance (e.g., large-scale projects such as airports, electrical generating facilities, petroleum and gas refineries, residential developments of more than 500 dwelling units, and shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 sf of floor space) as defined in the California Code of Regulations (Title 14, Division 6, Chapter 3, Article 13, § 15206(b)). Because the proposed project would not be defined as a regionally significant project under CEQA, it does not meet SCAG's Intergovernmental Review criteria.

Pursuant to the methodology provided in the SCAQMD CEQA Air Quality Handbook, consistency with the Basin 2022 AQMP is affirmed when a project: (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP. An analysis of the proposed project's consistency with the 2022 AQMP is presented as follows:

1. **The proposed project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reductions specified in the AQMP.**

   The violations that under this criterion refer to are CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. CAAQS and

[24] SCAQMD. *2022 Air Quality Management Plan*. December. Website: https://aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16 (accessed July 9, 2025).

[25] Southern California Association of Governments. Final Connect SoCal 2020. Website: https://scag.ca.gov/sites/default/files/2024-05/0903fconnectsocal-plan_0.pdf (accessed July 28, 2025).

NAAQS violations would occur if regional or localized significance thresholds were exceeded. As evaluated in the AQ/GHG Assessment and detailed in Section 4.3.1.b below, the proposed project's regional and localized construction and net operational-source emissions would not exceed applicable regional significance thresholds. As such, the proposed project is consistent with Criterion 1.

2. **The project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.**

   The 2022 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in City of Eastvale General Plan is considered to be consistent with the AQMP.

   Peak day emissions generated by construction activities are largely independent of land use assignments but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. As such, construction of the proposed project would not exceed applicable thresholds and would be consistent with the AQMP.

   As discussed in Section 2.0, Project Description, the project site is currently designated for Commercial Retail (CR) land uses in the City's General Plan, which is inconsistent with the proposed townhome community. As such, the proposed project includes a General Plan amendment to change the project site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac). The AQ/GHG Assessment provides a trip generation comparison between the proposed land use and a conservative scenario of buildout of the project site with commercial uses at a 0.25 floor to area ratio that would equate to 82,111 square feet of retail space consistent with the site's existing CR designation. Ultimately, the AQ/GHG Assessment found that, when compared to the existing commercial retail land use designation of the project site, the residential uses proposed under the project would generate an estimated 6,687 fewer daily vehicle trips, and consequently fewer mobile source emissions. Because mobile source emissions generally constitute the majority of emissions associated with residential and commercial projects, the AQ/GHG Assessment qualitatively concluded that the proposed project would result in fewer emissions overall than buildout of the project site with commercial retail uses as currently planned in the City's General Plan. Given that the proposed land use would result in fewer emissions than the land use planned for the project site in the City's General Plan, the proposed project can be considered within the scope of the City's growth projections from an air quality standpoint and can therefore be considered consistent with the AQMP. As such, the proposed project is consistent with Criterion 2.

Based on the consistency analysis presented above, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan. Impacts would be less than significant, and no mitigation is required.

b. Would the project 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?

Less Than Significant Impact. The project was evaluated for short-term construction and long-term operational impacts from air quality, as described below.

As previously stated, the CAAQS designates the project site as nonattainment for O_3, PM_{10}, and $PM_{2.5}$, while the NAAQS designates the project site as nonattainment for O_3 and $PM_{2.5}$. The Basin's nonattainment status is attributed to the region's development history. Past, present, and future development projects contribute to the region's adverse air quality impacts on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. No single project is sufficient in size to, by itself, to result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant.

Therefore, this analysis assumes that individual projects that do not generate operational or construction emissions that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would also not cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment, and, therefore, would not be considered to have a significant, adverse air quality impact. Alternatively, individual project-related construction and operational emissions that exceed SCAQMD thresholds for project-specific impacts would be considered cumulatively considerable. Therefore, additional analysis to assess cumulative impacts is not necessary. The following analysis assesses the potential project-level air quality impacts associated with construction and operation of the proposed project.

Construction Emissions. During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by site preparation and grading activities. Emissions from construction equipment are also anticipated and would include VOCs, NO_X, SO_2, CO, PM_{10}, and $PM_{2.5}$.

Construction-related effects on air quality from the proposed project would be of greatest concern during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust (PM_{10}) emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site. The AQ/GHG Assessment assumes that approximately 28,700 cubic yards of imported material would be required to fulfill the project's grading and fill needs.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. SCAQMD has established Rule 403: Fugitive Dust, which would require the City

to implement measures that would reduce the amount of particulate matter generated during the construction period. Measures from Rule 403 that were incorporated in this analysis include:[26]

- Watering active sites at least three times daily (locations where grading is to occur shall be thoroughly watered prior to earthmoving).
- Covering all trucks hauling dirt, sand, soil, or other loose materials, or maintaining at least 2 feet (0.6 meter) of freeboard (vertical space between the top of the load and the top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reducing traffic speeds on all unpaved roads to 15 miles per hour or less.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, sulfur dioxide (SO_2), NO_X, VOCs, and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions would increase slightly due to vehicles idling in traffic. These emissions would be temporary in nature and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.29. As described in Section 2.0, Project Description, project construction is estimated to begin in March 2026 and would last approximately 24 months, concluding in March 2028. The project would demolish a total of 7,753 square feet of existing structures on the project site. As discussed in the AQ/GHG Assessment, construction equipment would consist of concrete/ industrial saws, excavators, crawler tractors,[27] rubber-tired dozers, graders, scrapers, trenchers, cranes, forklifts, generator sets, welders, pavers, rollers, air compressors, pressure washers, and other general construction equipment, which was included in CalEEMod. This analysis assumes that equipment would operate 8 hours per workday. In addition, this analysis assumes compliance with SCAQMD Rule 403 and Rule 1113 measures. SCAQMD Rule 1113 addresses emissions from the use of architectural coatings.[28] Furthermore, the proposed project would require the import of approximately 28,700 cubic yards of soil, which was included in CalEEMod. Refer to the AQ/GHG Assessment (Appendix A) for more information regarding the assumptions and model defaults utilized in the CalEEMod calculations. Construction emissions based on CalEEMod outputs are summarized in **Table 4.3.C.** below. It should be noted that the data presented throughout this section is generally

[26] SCAQMD. Rule 403: Fugitive Dust. Website: www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf (accessed July 9, 2025).

[27] In order to account for fugitive dust emissions, the AQ/GHG Assessment (Appendix A) utilized Crawler Tractors in lieu of Tractors/Loaders/Backhoes. Although the use Crawler Tractors is associated with a larger disturbed area, this assumption was intentionally applied to provide a conservative estimate of potential fugitive dust emissions. Therefore, incorporating Crawler Tractors in the analysis ensures that the estimated emissions represents a worst-case scenario. This approach appropriately accounts for potential dust generation and maintains a conservative basis for air quality impacts.

[28] SCAQMD. Rule 1113: Architectural Coatings. Website: https://www.aqmd.gov/docs/default-source/rule-book/reg-xi/r1113.pdf (accessed July 9, 2025).

divided by season (summer versus winter) consistent with the seasonal variations reflected in CalEEMod outputs.

Table 4.3.C: Short-Term Regional Construction Emissions

Construction Year	Total Daily Regional Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
2026	5.86	54.90	49.70	0.14	7.43	3.63
2027	18.90	12.20	24.70	0.03	2.32	0.82
Winter						
2026	5.84	55.10	49.30	0.14	7.67	4.37
2027	18.90	12.30	22.50	0.03	2.32	0.82
2028	18.90	11.70	22.00	0.03	2.28	0.79
Maximum Daily Emissions	**18.90**	**55.10**	**49.70**	**0.14**	**7.67**	**4.37**
SCAQMD Regional Threshold	**75.0**	**100.0**	**550.0**	**150.0**	**150.0**	**55.0**
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment* (Urban Crossroads, Inc., October 2025). Table 3.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}T$ = total particulate matter less than 2.5 microns in size
$PM_{10}T$ = total particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide
VOCs = volatile organic compounds

As shown in **Table 4.3.C**, construction emissions associated with the proposed project would not exceed the SCAQMD's thresholds for VOCs, NO_X, CO, SO_2, $PM_{2.5}$, and PM_{10}. Therefore, construction of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant, and no mitigation is required.

Operational Emissions. Long-term air pollutant emissions associated with operation of the proposed project include emissions from mobile, energy, area, and stationary sources, as discussed below.

The proposed project's operational air quality impacts are derived primarily from vehicle trips generated by the proposed land uses, based on trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 11th Edition* for Multifamily Housing (Low-Rise) land use category. Trip characteristics available from the *Sumner Place Focused Traffic Assessment* (Focused Traffic Assessment)[29], which is included as Appendix J-1 to this IS/MND, were utilized in the analysis. Operational emissions associated with the proposed project are summarized below in **Table 4.3.D**.

As shown in **Table 4.3.D**, operational emissions associated with the proposed project would not exceed the SCAQMD's thresholds for VOCs, NO_X, CO, SO_2, $PM_{2.5}$, and PM_{10}. Therefore, operation of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or State ambient air quality standard. Impacts would be less than significant, and no mitigation is required.

[29] Urban Crossroads. *Sumner Place Focused Traffic Assessment.* June 16, 2025.

Table 4.3.D: Project Operational Emissions

Emission Type	Pollutant Emissions (lbs/day)					
	VOCs	NO_X	CO	SO_2	$PM_{10}T$	$PM_{2.5}T$
Summer						
Mobile Sources	3.82	3.03	28.60	0.07	6.66	1.73
Area Sources	7.05	2.72	10.20	0.02	0.22	0.22
Energy Sources	0.05	0.84	0.36	0.01	0.07	0.07
Maximum Daily Emissions	**10.92**	**6.59**	**39.16**	**0.10**	**6.95**	**2.02**
SCAQMD Threshold	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Winter						
Mobile Sources	3.58	3.25	24.40	0.07	6.66	1.73
Area Sources	6.26	2.64	1.12	0.02	0.21	0.21
Energy Sources	0.05	0.84	0.36	0.01	0.07	0.07
Maximum Daily Emissions	**9.89**	**6.73**	**25.88**	**0.10**	**6.94**	**2.01**
SCAQMD Threshold	**55.0**	**55.0**	**550.0**	**150.0**	**150.0**	**55.0**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment* (Urban Crossroads, Inc., October 2025). Table 4.
CO = carbon monoxide
lbs/day = pounds per day
NO_X = nitrogen oxides
$PM_{2.5}T$ = total particulate matter less than 2.5 microns in size
$PM_{10}T$ = total particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District
SO_2 = sulfur dioxide
VOCs = volatile organic compounds

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. As previously stated, sensitive receptors are people who have an increased sensitivity to air pollution or environmental contaminants. As previously discussed, the SCAQMD defines structures that house persons (e.g., children, the elderly, persons with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise) or places where they gather (i.e., residences, schools, playgrounds, child-care centers, convalescent centers, retirement homes, and athletic fields) as sensitive receptors. The nearest sensitive receptor to the project site is a residence located approximately 14 feet (4 meters) east of the project site. As such, the AQ/GHG Assessment analyzes localized impacts at this receptor using the CalEEMod program. For analytical purposes, emissions associated with peak demolition, site preparation, and grading activities are considered for purposes of LSTs as these phases represent the maximum localized emissions that would occur. Any other construction phases of development that overlap would result in lesser emissions and consequently lesser impacts than what is disclosed in the following analysis. **Table 4.3.E** indicates the localized construction emissions at the nearest sensitive receptor would not exceed the numerical thresholds of significance established by the SCAQMD for any criteria pollutant. Therefore, proposed construction activities would not result in a locally significant air quality impact.

Table 4.3.E: Project Localized Construction Emissions (in Pounds Per Day)

Scenario	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition				
Summer	N/A	N/A	N/A	N/A
Winter	13.50	14.70	1.76	0.86
Maximum Daily Emissions	13.50	14.70	1.76	0.86
SCAQMD Regional Thresholds	170	1,007	6	5
Threshold Exceeded?	No	No	No	No
Site Preparation				
Summer	N/A	N/A	N/A	N/A
Winter	34.60	31.00	7.43	4.31
Maximum Daily Emissions	34.60	31.00	7.43	4.31
SCAQMD Regional Thresholds	220	1,354	9	7
Threshold Exceeded?	No	No	No	No
Grading				
Summer	50.20	46.60	5.89	3.15
Winter	50.20	46.60	5.89	3.15
Maximum Daily Emissions	50.20	46.60	5.89	3.15
SCAQMD Regional Thresholds	270	1,700	12	8
Threshold Exceeded?	No	No	No	No

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment* (Urban Crossroads, Inc., October 2025). Table 5.
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

By design, the localized impacts analysis only includes on-site sources; however, the CalEEMod outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions detailed in **Table 4.3.F** below assume all area and energy source emissions would occur on site, and 5 percent of the project-related new mobile sources, which is an estimate of the amount of project-related on-site vehicle and truck travel, would occur on site. Considering the trip length used in CalEEMod for the proposed project, the 5 percent assumption is conservative and would tend to overstate the actual impact. **Table 4.3.F** below indicates the localized operational emissions would not exceed the LSTs at nearby sensitive receptors. Therefore, the proposed operational activity would not result in a locally significant air quality impact.

Table 4.3.F: Project Localized Operational Emissions (in Pounds Per Day)

Source	Scenario	NO_X	CO	PM_{10}	$PM_{2.5}$
On-Site Project Emissions	Summer	4.61	18.10	0.93	0.46
	Winter	4.59	9.42	0.92	0.45
Maximum Daily Emissions		**4.61**	**18.10**	**0.93**	**0.46**
SCAQMD Regional Thresholds		**270**	**1,700**	**3**	**2**
Exceeds Threshold?		**No**	**No**	**No**	**No**

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment* (Urban Crossroads, Inc., October 2025). Table 6.
Note: Source Receptor Area 22, 5 acres, 25 meters (82 feet) distance; on site traffic is assumed to be 5 percent of total.
CO = carbon monoxide
NO_X = nitrogen oxides
$PM_{2.5}$ = particulate matter less than 2.5 microns in size
PM_{10} = particulate matter less than 10 microns in size
SCAQMD = South Coast Air Quality Management District

As detailed in **Tables 4.3.E** and **4.3.F** above, the emission levels indicate that the proposed project would not exceed SCAQMD LSTs during project construction or operation. On a regional scale, the quantity of emissions from the proposed project as presented in **Tables 4.3.E** and **4.3.F** would be incrementally minor. Because the SCAQMD has not identified any other methods to quantify health impacts from small projects, and due to the size of the project, it is speculative to assign any specific health effects to small project-related emissions.

CO Hotspot Analysis. A CO "hotspot" is defined as a localized concentration of CO exceeding the State's one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm. At the time the most recent CEQA Air Quality Handbook (1993) was published by SCAQMD, the Basin was designated as non-attainment for CO, requiring projects to perform hotspot analyses to ensure they did not worsen the existing conditions. Over the last two decades, background CO concentrations have been significantly reduced due to regulatory controls on tailpipe emissions, and the Basin is currently designated as being in attainment/maintenance of the AAQS for CO. Nevertheless, localized CO concentrations are evaluated to determine whether project-related CO impacts would exceed State or national AAQS. This is because vehicular trips associated with the proposed project could contribute to congestion at intersections and along roadway segments in the project vicinity. Localized air quality impacts would occur when emissions from vehicular traffic increase as a result of the proposed project. The primary mobile-source pollutant of local concern is CO, a direct function of vehicle idling time and, thus, of traffic flow conditions. CO transport is extremely limited; under normal meteorological conditions, CO disperses rapidly with distance from the source. However, under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels, affecting local sensitive receptors (e.g., residents, schoolchildren, the elderly, and hospital patients). Typically, high CO concentrations are associated with roadways or intersections operating at unacceptable levels of service or with extremely high traffic volumes. In areas with high ambient background CO concentrations, modeling is recommended to determine a project's effect on local CO levels.

According to the AQ/GHG Assessment, the background air quality 1-hour and 8-hour concentrations for the area containing the project site are well below the applicable AAQS. Further, as discussed in Section 4.17, Transportation, operation of the proposed project is estimated to generate 63 a.m. peak hour trips and 55 p.m. peak hour trips. As the proposed project is not expected to generate 100 or more a.m. or p.m. peak hour trips, it is assumed that the addition of the proposed project traffic would not contribute substantial traffic volumes to nearby intersections. Further, the recommended improvements stated in the Focused Traffic Assessment required to offset the project's effects on Level of Service (LOS) and congestion are addressed through the imposition of conditions of approval on the project. Given the extremely low level of CO concentrations in the vicinity of the project site, and lack of traffic impacts at nearby intersections, project-related vehicles are not expected to contribute significantly to CO concentrations or contribute to the result of CO concentrations exceeding the State or federal CO standards. Because no CO hot spot would occur, as identified in the proposed project, the proposed project would not significantly contribute to the formation of a CO hotspot.

Based on the localized significance and CO hotspot analysis presented above, the proposed project would not expose sensitive receptors to substantial levels of pollutant concentrations. Impacts would be less than significant, and no mitigation would be required.

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact. According to the AQ/GHG Assessment, land uses generally associated with odor complaints can include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities.

Potential odors associated with construction of the proposed project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities. However, standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is therefore considered less than significant.

Potential odors associated with operation of the proposed project may result from temporary storage of typical solid waste (refuse) associated with the proposed residences and community amenities. However, it is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the solid waste regulations. The proposed Project would also be required to comply with SCAQMD Rule 402, Nuisance, to prevent occurrences of public nuisances. Rule 402 states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material 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."[30] Furthermore, in accordance with SCAQMD Rule 445, the project does not include installation of wood-burning devices such as wood-burning fireplaces.

No other sources of objectionable odors have been identified for the proposed project, as the project does not propose land uses typically associated with emitting objectionable odors. Therefore, the proposed 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, and no mitigation is required.

[30] SCAQMD. 1976. Rule 402. May 7. Website: https://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf (accessed July 9, 2025).

4.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. 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?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☒	☐	☐

The analysis presented in this section is based upon information from the *Habitat Assessment and Western Riverside MSHCP Habitat Consistency Analysis Report for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001* (HA/MSHCP Habitat Consistency Analysis) prepared for the proposed project by ELMT Consulting in October 2025.[31] This report is included as Appendix B to this IS/MND.

[31] ELMT Consulting. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001 in the City of Eastvale, Riverside County, California.* October 2025.

4.4.1 Impact Analysis

a. 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 by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

Less Than Significant with Mitigation Incorporated. The project site is a partially vacant property consisting of disturbed undeveloped and developed land cover. The site is bound by Schleisman Road and residential development to the north, residential development to the east, Orange Street and residential development to the south, and Sumner Avenue and residential development to the west. The site has been affected by grading/disking activities, historical agricultural/cattle ranch land uses, and activities associated with surrounding development.[32]

To address regional biological resources and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed in 2001 by the County of Riverside in cooperation with State and federal agencies. The MSHCP applies to unincorporated and incorporated Riverside County land, excluding Native American tribal land, west of the crest of the San Jacinto Mountains to the Orange County line. It applies to a total area of approximately 1.26 million acres (approximately 1,997 square miles) and is one of the largest conservation plans in the United States. The MSHCP covers multiple species and multiple habitats within multiple jurisdictions. The City of Eastvale is signatory to the MSHCP.

The project site was evaluated for biological resources pursuant to the MSHCP via a HA/MSHCP Habitat Consistency Analysis (Appendix B), which included a literature review and one-day pedestrian survey conducted on May 2, 2025.[33] In accordance with the MSHCP, the project site was subject to site-specific biological studies, including a Habitat Assessment for MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA) and burrowing owl to address potential impacts to MSHCP-covered species having the potential to occur on site.

The project site is located within the MSHCP Burrowing Owl Survey Area. Burrowing owl (*Athene cunicularia*) is a Candidate Endangered Species under the California Endangered Species Act (CESA), a California Department of Fish and Wildlife (CDFW) Species of Special Concern (SSC), and is considered an adequately conserved and covered species under the MSHCP where focused surveys may be required in certain areas as designated in Figure 6-4 of the MSHCP. Although suitable occupied California ground squirrel (*Otospermophilus beecheyi*) burrows (greater than 4 inches in diameter) were present, no burrowing owls or their sign (i.e., pellets, feathers, castings, or whitewash) were observed, and the initial habitat assessment conducted on May 2, 2025, found that burrowing owl has a low potential to occur on the project site due to current and historic on-site disturbances, and surrounding development.[34] However, **Mitigation Measure (MM) BIO-1** is required to ensure that any owls that may occur on the project site are managed in accordance with MSHCP and CDFW

32 ELMT Consultants. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001.* Page 8. October 2025. (Appendix B).

33 Ibid. Page 1.

34 Ibid. Page 14.

regulations and to reduce potential impacts to a Candidate or special status special to a less than significant level.

The MSHCP, Section 6.1.2, requires assessment of impacts to riparian habitats, riverine areas, and vernal pools, including focused surveys for sensitive riparian bird and fairy shrimp species when suitable habitat is present. Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats.

The project site is located within a NEPSSA for San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia stellaris*), and San Miguel savory (*Clinopodium chandleri*). However, ELMT Consulting determined that no special-status plants or wildlife species, NEPSSA species, or Criteria Area Species Survey Area (CASSA) species were identified during the pedestrian survey conducted on May 2, 2025, due to the lack of suitable habitat on and surrounding the project site.

Development of the project would not eliminate significant amounts of habitat for potentially occurring special-status plant or wildlife species, nor would it reduce population size of sensitive plant and/or wildlife species below self-sustaining levels on a local or regional basis with implementation of **MM BIO-1**. However, on-site vegetation and trees within the site could provide potential nesting sites for common native bird species protected under the Migratory Bird Treaty Act (MBTA) or the California Fish and Game Code (Sections 3503, 3503.5, and 3515). Project implementation may result in indirect and direct impacts to nesting birds, therefore, **MM BIO-2** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities.

Of the 82 special-status wildlife species and 8 special-status plant species evaluated, all but four special-status species (Cooper's hawk [*Accipiter cooperii*], sharp-skinned hawk [*Accipiter striatus*], California horned lark [*Eremophila alpestris actia*], and burrowing owl [*Athene cunicularia*]) are presumed to be absent from the site.[35] Cooper's hawk and the shark-skinned hawk are covered under the MSHCP and are considered to have a moderate potential to occur on the project site. The California horned lark and the burrowing owl are also covered under the MSHCP and are considered to have a low potential to occur due to the lack of appropriate habitat, lack of suitable soils, regular disking activities, lack of suitable foraging habitat, and/or presumed extirpation from the project site due to island effects and do not require additional surveys. No additional special-status species not included for coverage under the MHSCP were observed or are expected to occur within the site.

Implementation of **MM BIO-1 and MM BIO-2** would result in less than significant impacts with mitigation incorporated to burrowing owls and migratory birds in accordance with the MSHCP, MBTA, and the California Fish and Game Code (Sections 3503, 3503.5, and 3515). With implementation of **MM BIO-1 and MM BIO-2**, any burrowing owl or other nesting birds on the project site would be avoided or relocated as necessary in accordance with MSHCP and CDFW regulations. Therefore, with implementation of **MM BIO-1 and MM BIO-2**, impacts of the proposed project with respect to burrowing owls, nesting birds, and any other species identified as a candidate, sensitive, or special

[35] ELMT Consultants. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001*. Page 8. October 2025. (Appendix B).

status species in local or regional plans (MSHCP), policies, or regulations, or by the CDFW or United States Fish and Wildlife Service (USFWS) would be reduced to a less than significant level.

Mitigation Measures:

MM BIO-1 **Burrowing Owl Survey.** The project Applicant shall retain a qualified biologist to conduct a burrowing owl take avoidance survey 30 days prior to commencement of ground disturbing activities to identify if burrowing owl are present. This survey shall be conducted prior to ground disturbance at any time of year, inside or outside of burrowing owl breeding season, according to the protocol set by the Riverside County Multiple Species Habitat Conservation Program 30-day Pre-Construction Burrowing Owl Survey Report Format. This survey consists of one site visit and should be conducted within 30 days and not less than 14 days before surface disturbing activity.

If burrowing owl is detected during the pre-construction survey or during construction activities at the project site, the project Applicant shall immediately inform the California Department of Fish and Wildlife (CDFW) and the Regional Conservation Authority (RCA). A biologist will need to coordinate further with RCA and the Wildlife Agencies, including the possibility of preparing a Burrowing Owl Protection and Relocation Plan, prior to initiating ground disturbance. Mitigation methods may include passive relocation conducted outside of the owl breeding season (between September 1 and February 28). If an active owl burrow is identified, and construction is to proceed, then a qualified biologist (with two or more years of burrowing owl experience) must establish an initial disturbance-limit buffer of 500 feet around the burrow using flagging or staking. The buffer distance may be reduced in coordination with CDFW depending on time of year (i.e., in or out of breeding season), level of construction activity, and observed behavior of the burrowing owls. Construction activities shall not occur within any buffer zones until the burrow is deemed inactive by the qualified biologist. If ground-disturbing activities occur, but the site is left undisturbed for more than 30 days, a pre-construction survey will again be necessary to ensure burrowing owl has not colonized the site since it was last disturbed. If burrowing owl is found, the same coordination described above will be necessary. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director, or designee.

MM BIO-2 **Preconstruction Survey for Nesting Birds:** If construction or other project activities are scheduled to occur during the nesting bird season (generally February 1 through August 31), a preconstruction nesting bird survey shall be conducted by a qualified avian biologist to ensure that active bird nests would not be disturbed or destroyed. The survey shall be completed no more than three days prior to initial clearing of vegetation or grading.

If an active nest is identified, a qualified avian biologist shall establish an appropriately sized non-disturbance buffer between 100 and 300 feet (500 feet for raptors) around the nest, depending on bird species, behavior, and level of construction activity, using flagging or staking. Construction activities shall not occur within any non-disturbance buffer zones until the nest is deemed inactive by the qualified avian biologist. If initial ground-disturbing activities are scheduled to occur during the nesting bird season, then a biological monitor shall be present during all vegetation removal activities to ensure no impacts to nesting birds occur. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director, or designee.

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact. Certain habitats and natural communities are considered to be of special concern based on, 1) federal, State, or local laws regulating their development; 2) limited distributions; and/or 3) whether they support the habitat requirements of special-status plants or animals. As discussed above, the project site was evaluated for biological resources pursuant to the MSHCP via a HA/MSHCP Habitat Consistency Analysis (Appendix B), which included a literature review and one-day pedestrian survey conducted on May 2, 2025. The habitat suitability assessment provided in the MSHCP Consistency Analysis indicates the project site is dominated by early successional and non-native vegetation, which has reduced, if not eliminated, the ability of the project site to provide suitable habitat for special-status plant species.[36] Due to the disturbed nature of the site and developed setting of the surrounding properties, the project site does not contain sensitive biological resources such as riparian/riverine or vernal pool habitats. Furthermore, no evidence of jurisdictional drainages, riparian/riverine and/or wetland features were recorded on site during the May 2, 2025, field survey or found on historic aerial photos.[37] The project site is located within a NEPSSA for San Diego ambrosia, Brand's phacelia, and San Miguel savory. However, as detailed above, no special-status species, NEPSSA species, or CASSA species were identified due to the lack of suitable habitat on and surrounding the project site.

The nearest Critical Habitats are approximately 1 mile south of the project site as part of USFWS designated Critical Habitat for the federally listed as threatened Santa Ana sucker (*Catostomus santaanae*) and yellow-billed cuckoo (*Coccyzus americanus*) and the federally listed as endangered least Bell's vireo (*Vireo bellii pusillus*) and southwestern willow flycatcher (*Empidonax traillii extimus*).[38] However, no portion of the project site is located in or adjacent to the Critical Habitat for Santa Ana sucker, yellow-billed cuckoo, least Bell's vireo, and southwestern willow flycatcher, and or any other critical habitat. Additionally, a search of the CNDDB indicates the nearest sensitive habitat

[36] ELMT Consultants. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001*. Page 8. October 2025. (Appendix B).

[37] Ibid. Page 10.

[38] Ibid. Page 9.

is Southern California Arroyo Chub/Santa Ana Sucker Stream and Southern Cottonwood Willow Riparian which are located approximately 1 mile south of the project site.[39] However, these special-status plant communities were not observed during the May 2025 field investigation. Therefore, because the project site does not contain any riparian habitat or other sensitive natural community, no impacts would occur, and mitigation is not required.

c. 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?

No Impact. The U.S. Army Corps of Engineers (USACE) regulates discharges of dredge or fill material into water of the U.S., including wetlands and non-wetland bodies of water that meet specific criteria. In order to be considered a jurisdictional wetland under Section 404 of the Federal Clean Water Act (CWA), an area must possess three wetland characteristics: hydrophytic vegetation, hydric soils, and wetland hydrology.

The HA/MSHCP Habitat Consistency Analysis (Appendix B) did not identify any vernal pools, hydrophytic vegetation, hydric soils, or wetland hydrology on or near the project site. Therefore, the proposed project would not affect potentially jurisdictional waters and would not be subject to the regulatory authority of the USACE under Section 404 of the CWA, the Regional Water Quality Control Board (RWQCB) under Section 401 of the CWA, or the CDFW under Sections 1600 et seq. of the California Fish and Game Code. The proposed project would have no effects on State or federally protected wetlands. No impact would occur, and no mitigation is required.

d. Would the project 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?

Less Than Significant with Mitigation Incorporated. Habitat fragmentation occurs when a single, contiguous habitat area is divided into two or more areas, or where an action isolates two or more new areas from each other. Isolation of habitat occurs when wildlife cannot move freely from one portion of the habitat to another or to/from one habitat type to another. Habitat fragmentation may occur when a portion of one or more habitats is converted into another habitat, as when scrub habitats are converted into annual grassland habitat because of frequent burning. Wildlife movement includes seasonal migration along corridors, as well as daily movements for foraging. Examples of migration corridors may include areas of unobstructed open space for deer, riparian corridors providing cover for migrating birds, routes between breeding waters and upland habitat for amphibians, and between roosting and feeding areas for birds.

The project site is bordered by existing paved roads and development on the majority of its frontages, which already restrict wildlife movement in the project vicinity. However, there is a 1-acre undeveloped vacant field to the northeast of the project site along Schleisman Road that connects to a larger partially undeveloped 9.5 acre parcel. Neither the site nor the adjacent properties to the east

[39] CDFW (California Department of Fish and Wildlife). 2025. *Natural Diversity Database*. RareFind, Online Edition, Version 5.3.0. Website: https://www.wildlife.ca.gov/Data/CNDDB/ (accessed July 31, 2025).

connect with larger contiguous segments of land that could offer opportunities for wildlife movement or act as a corridor. The project site is not within a wildlife corridor or a MSCHP linkage and there are no riparian corridors, creeks, or useful patches of steppingstone habitat (natural areas) within or connecting the site to a recognized wildlife corridor or linkage.[40] Therefore, the proposed project would not substantially limit wildlife movement.

Most birds and their active nests are protected from "take" (meaning destruction, pursuit, possession, etc.) under the MBTA and/or Sections 3503–3801 of California Fish and Game Code. Activities that cause destruction of active nests, or that cause nest abandonment and subsequent death of eggs or young, may constitute violations of one or both of these laws and project implementation may generate potentially significant impacts to nesting migratory birds. To avoid potential effects to fully protected raptors, special-status bird species, and other nesting birds protected by the California Fish and Game Code, and for compliance with MSHCP Incidental Take Permit Condition 5, State regulations require a nesting bird pre-construction survey to be conducted by a qualified biologist three days prior to ground-disturbing activities. Should nesting birds be found, an exclusionary buffer would be established by the qualified biologist. The buffer may be up to 500 feet in diameter depending on the species of nesting bird found. This buffer would be clearly marked in the field by construction personnel under guidance of the qualified biologist, and construction or clearing would not be conducted within this zone until the qualified biologist determines that the young have fledged or the nest is no longer active. Nesting bird habitat within the project site would be resurveyed during bird breeding season if there is a lapse in construction activities longer than seven days. The nesting bird pre-construction survey will be satisfied through **MM BIO-2** as described above.

With implementation of **MM BIO-2**, potential impacts to on-site nesting birds will be reduced to less than significant with mitigation incorporated.

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Under the City's Municipal Code, Chapter 130.48 (Street Trees), street tree planting requirements are outlined. Under this Municipal Code, guidelines for planting of street trees is provided, but specifications for tree preservation are not described. Therefore, removal of non-native landscaped/ornamental plant species within the site is not regulated under the City's Municipal Code.[41] The proposed project would be developed consistent with the MSHCP and all other guidelines and regulations applicable to the project site. No impact would occur, and no mitigation is required.

[40] ELMT Consultants. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001.* Page 7. October 2025. (Appendix B).

[41] Eastvale, California – Code of Ordinances. Title 130, Chapter 130.48, Section 130.48.010 – General Provisions. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT130SU_CH130.48STTR (accessed July 28, 2025).

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant with Mitigation Incorporated. The project site is located within the MSHCP; therefore, it is subject to applicable provisions of the MSHCP. Also, the MSHCP provides for the assembly of a Conservation Area consisting of Core Areas and Linkages for the conservation of covered species. The Conservation Area is to be assembled from portions of the MSHCP Criteria Area, which consist of quarter-section (i.e., approximately 160-acre) Criteria Cells, each with specific criteria for the species conservation within that Cell. The site was evaluated for biological resources pursuant to the MSHCP via a HA/MSHCP Habitat Consistency Analysis (Appendix B), which included a literature review and one-day pedestrian survey conducted on May 2, 2025.[42] The project site is not within the MSHCP Criteria Area; therefore, no Cell or Criteria analysis is required. The project would not be subject to MSHCP Urban/Wildlands interface requirements because the site is not within or adjacent to an identified Conservation Area. Therefore, the project is consistent with Section 6.1.4 of the MSHCP.[43]

As discussed above, implementation of **MM BIO-1** and **MM BIO-2** would ensure the proposed project would not conflict with or obstruct implementation of the MSHCP. Furthermore, as required for all development projects in Eastvale, the project Applicant is required to pay applicable MSHCP Local Development Mitigation fees as established and implemented by the City at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be less than significant with incorporation of **MM BIO-1** and **MM BIO-2**.

The project site is currently partially undeveloped and is dominated by early successional and non-native vegetation. In accordance with the MSHCP, the project was subject to site-specific biological studies, including a HA/MSHCP Habitat Consistency Analysis for MSHCP NEPSSA and burrowing owl (refer to Appendix B) in accordance with the MSHCP guidelines to address potential impacts to MSHCP-covered species having the potential to occur on site. ELMT Consulting determined that NEPSSA species (San Diego ambrosia, Brand's phacelia, and San Miguel savory) do not have the potential to occur the project on site based on the pedestrian survey conducted on May 2, 2025. The project site does not have flood plains or vernal pool conditions suitable for San Diego ambrosia, coastal dune and/or coastal scrub habitats, or sandy habitats restricted to benches along the Santa Ana River for Brand's phacelia, or rocky, gabbroic, and metavolcanic substrates for San Miguel savory.[44] Therefore, focused surveys for NEPSSA species are not necessary due to lack of suitable habitat.

As previously stated, the project site is within the designated survey area for burrowing owl and burrowing owl has a low potential to occur due to current and historic on-site disturbances and surrounding development. No burrowing owl or burrowing owl sign (e.g., pellets, feathers, castings,

42 Ibid. Page 1.

43 Ibid. Page 14.

44 ELMT Consultants. *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001*. Page 12. October 2025. (Appendix B).

or whitewash) were detected during the May 2025 field survey. However, burrowing owls could inhabit the site prior to ground disturbance.

Therefore, project implementation may result in indirect and direct impacts to burrowing owl. **MM BIO-1** is required to ensure that no owls have colonized the site in the days or weeks preceding the ground-disturbing activities. Additionally, there is potential for the project site to support bird species protected under the Migratory Bird Treaty Act (MBTA) of 1918 (16 USC 703-711). Project implementation may result in indirect and direct impacts to nesting birds, therefore, **MM BIO-2** is required to ensure that no nesting birds have colonized the site in the days preceding the ground-disturbing activities. With implementation of **MM BIO-1** and **MM BIO-2**, impacts to endangered or threatened species listed under State and federal regulations and species protected under the MBTA would be reduced to less than significant with mitigation incorporated.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **Regulatory Compliance Measure [RCM] BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. MSHCP payment would be submitted based on a per-acre fee of development pursuant to County Ordinance No. 810. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required as a matter of law. Upon payment of these fees, impacts from potential conflict with the MSHCP would be less than significant.

Regulatory Compliance Measures:

RCM BIO-1 **Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fees.** Prior to issuance of any building permits for non-residential uses and occupancy releases for residential uses, the Applicant shall provide payment to the County of Riverside for applicable Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Local Development Mitigation Fees. The Local Development Mitigation Fees are subject to change each fiscal year. As such, the Applicant shall pay the current fee amounts according to timing outlined by the Western Riverside County Regional Conservation Authority (RCA). The Applicant shall pay the current fee amounts regarding roadways prior to approval of the Improvement Plan. The Applicant shall pay the current fee amounts regarding residential, commercial, and industrial uses, prior to building permit issuance.

RCM BIO-2 **Stephens' Kangaroo Rat Habitat Conservation Plan Fee.** Prior to issuance of any grading permits, the County of Riverside shall confirm that the project Applicant has paid the fees pursuant to Ordinance 663.10 for the Stephens' kangaroo rat (SKR) Habitat Conservation Plan (HCP) Fee Assessment Area.

As discussed in this section, implementation of **MM BIO-1** and **MM BIO-2** would ensure the proposed project would not conflict with endangered or threatened species listed under State and federal regulations and bird species protected under the MBTA. Furthermore, as required for all development projects in the County of Riverside, the project Applicant shall pay applicable MSHCP Local Development Mitigation fees (**RCM BIO-1**) and the SKR HCP Fee (**RCM BIO-2**), as established and implemented by the County at the rates in force at the time grading permits are issued. Impacts from potential conflict with the MSHCP would be less than significant with mitigation incorporated.

4.5 CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

The analysis presented in this section is based upon information from the *Historic Resources Evaluation for 7078 and 7080 Sumner Avenue in Eastvale, Riverside County, California* (HRE)[45] and *Results of the Cultural Resources Assessment for the Stratham Co: Sumner Residential Project in Eastvale, Riverside County, California* (CRA)[46] prepared for the proposed project by LSA in November 2025. These reports are included as Appendices C-1 and C-2 to this IS/MND, respectively. Appendix C-2 is under confidential cover in this IS/MND but is available for review at Eastvale City Hall (12363 Limonite Avenue, Suite 900, Eastvale, CA 91752).

4.5.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. Cultural resources are broadly defined as any physical manifestations of human activity that are at least 50 years of age[47] and may include archaeological resources as well as historic-era buildings and structures.

Archaeological resources include both precontact remains and remains dating to the historical period. Precontact (or Native American) archaeological resources are physical manifestations of human activities that predate written records and may include village sites, temporary camps, lithic (stone tool) scatters, rock art, roasting pits/hearths, milling features, rock features, and burials. Historic archaeological resources can include refuse heaps, bottle dumps, ceramic scatters, privies, foundations, and burials and are generally associated in California with the Spanish Mission Period (1769 through 1833) through the mid-late 20th century (1970).

[45] LSA. *Historic Resources Evaluation for 7078 and 7080 Sumner Avenue in Eastvale, Riverside County, California*. June 9, 2025.

[46] LSA. *Results of the Cultural Resources Assessment for the Stratham Co: Sumner Residential Project in Eastvale, Riverside County, California*. June 17, 2025.

[47] It should be noted that although 50 years is typically used as the age threshold for requiring properties to be evaluated for historical significance, there is technically no age threshold for California Environmental Quality Act (CEQA) compliance.

Archaeological resources that are eligible for listing in the National Register of Historic Places (National Register), California Register of Historical Resources (California Register), or a local register are considered historical resources pursuant to *State CEQA Guidelines* Section 15064.5. Pursuant to Section 15064.5 of the *State CEQA Guidelines*, the term "historical resource" shall include:

(1) A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Public Resources Code, Section 5024.1, Title 14 California Code of Regulations [CCR], Section 4850 et seq.).

(2) A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

(3) Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources (Public Resources Code, Section 5024.1, Title 14 CCR, Section 4852) including the following:

   A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

   B. Is associated with the lives of persons important in our past.

   C. 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.

   D. Has yielded, or may be likely to yield, information important in prehistory or history.

A "substantial adverse change" to a historical resource, according to Public Resources Code Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired."

A project-specific HRE was prepared in November 2025 (Appendix C-1 to this IS/MND) and included archival research and intensive-level field surveys in order to evaluate the two existing residences on the project site, which are slated for demolition under the proposed project, for historical significance under the criteria for listing in the California Register.[48] A CRA was also prepared for the project site

[48] LSA. 2025. *Historic Resources Evaluation for 7078 and 7080 Sumner Avenue in Eastvale, Riverside County, California.* November.

in November 2025 (Appendix C-2 under confidential cover in this IS/MND) and included an archaeological records search, an intensive-level field survey, and initiation of Native American consultation.[49] Refer to Section 4.18, Tribal Cultural Resources, of this IS/MND for a detailed discussion of Native American resources. While the HRE focused on the built environment, the CRA analyzed both the built environment and the potential for archaeological resources to be present in the soils underlying the project site.

The HRE determined that, based on County assessment records and historic aerial photographs, the on-site residence located near the northwestern corner of the project site was constructed at some point between 1918 and 1938. Observations during the field survey determined that this residence had been altered from its original condition, including the installation of new windows, an attic vent, a rear porch enclosure, an addition to the southeast corner of the residence, and exterior stucco. Accessory structures to the residence, including a detached garage and a small storage shed, have also undergone alterations and do not exhibit notable architectural characteristics.

The HRE determined that the residence located near the southwestern corner of the project site was constructed in 1965. As with the residence discussed above, this residence has undergone alterations since its construction, particularly with respect to its doors and windows. The HRE does not identify any notable architectural characteristics of this residence.

The HRE ultimately concluded that none of the structures on site appear to meet the criteria for listing in the California Register. Specifically, the structures are not associated with historical events or people, do not represent a particular architectural style, and do not have the potential to yield information important to the history of the area. Further, according to the County's Property Report for the project site, the project site is not located within a historic preservation district.[50]

As such, the structures proposed for demolition under the project do not qualify as historical resources pursuant to *State CEQA Guidelines* Section 15064.5, and no impact to historical resources would occur with respect to the built environment.

As previously stated, a CRA was also prepared for the proposed project in November 2025. In support of the CRA, an archaeological records search was conducted on May 1, 2025, through the South Coastal Information Center (SCIC) at San Diego State University. The SCIC is an affiliate of the California State Office of Historic Preservation and is the official State repository for cultural resource records and reports for Riverside County. The record search included a review of previously documented prehistoric and historic-period and cultural resource records within a 1-mile radius of the project site, as well as a review of cultural resources reports in the database. The purpose of this search was to establish the status and extent of previously recorded resources and studies in the search radius and to note what types of previously undocumented resources might be expected within the project site based upon known cultural resources and studies in the SCIC database.

[49] LSA. 2025. *Results of the Cultural Resources Assessment for the Stratham Co: Sumner Residential Project in Eastvale, Riverside County, California*. November.

[50] County of Riverside. 2025. Riverside County Parcel Report, Full Report 152040001. March 20.

The record search identified no previously recorded sites within the project site and no previous surveys that included the project site. Seven resources, including five historic resources and two prehistoric resources, have previously been recorded within the 1-mile search radius (refer to Table A of the CRA [Appendix C-2 under confidential cover in this IS/MND]). The two prehistoric resource records include a bedrock milling site and two prehistoric isolates within the 1-mile search radius south of the project site. The bedrock milling site consists of a single grinding slick located among a concentration of boulders without midden or associated artifacts. Four of the five recorded historic resources are single-family properties constructed between 1910 and the mid-1950s. The last historic property is a commercial dairy farm built between 1930 and 1940.

The results of the record search identified 26 previous cultural resource studies within the 1-mile search radius of the project site, none of which included any portion of the project site. Three field surveys have previously been conducted within 0.25-mile of the project site and did not identify any archaeological resources within the project site.

In support of the CRA, an intensive archaeological field survey of the project site was conducted on May 6, 2025. As part of this survey, a qualified archaeologist walked parallel linear transects separated by 33 to 49 feet and recorded observations. During the field survey, visibility was considered fair, at approximately 30 percent. The project site has been subjected to surface disturbance from previous land uses occupying the site, including former agricultural uses as well as the current residential land uses still present on the site. This disturbance was evident during the pedestrian survey and partially obscured the ground surface. No archaeological resources were identified during the survey.

Although no prehistoric or historic period resources were identified on the project site based on the project-specific HRA and CRA (Appendixes C-1 and C-2, respectively), ground-disturbing activities associated with construction of the proposed project have the potential to unearth previously undocumented resources possessing historical significance, including those associated with Native American tribes (refer to Section 4.18, Tribal Cultural Resources). As such, in the event that buried cultural materials are encountered during earthmoving operations associated with the proposed project, all work in that area should be halted or diverted until a qualified archaeologist can evaluate the nature and significance of the finds and determine appropriate treatment. **Mitigation Measure (MM) CUL-1** requires that the Applicant retain a qualified archaeological monitor during ground-disturbing construction activities.

Mitigation Measure:

MM CUL-1 **Archaeological Monitoring**. At least 30 days prior to application for a grading permit and before any grading, excavation, and/or ground-disturbing activities on the site take place, the project applicant shall retain an archaeologist, meeting the Secretary of the Interior's Standards, to oversee archaeological monitoring of ground-disturbing activities in an effort to identify any unknown archaeological resources. Ground-disturbing activities may include, but are not limited to, pavement removal, potholing or auguring, grubbing, weed abatement, boring, grading, excavation, drilling, and trenching. The project archaeologist, in consultation with Tribe(s) (as defined by **Mitigation Measure TCR-1**) identified during the implementation

of **Mitigation Measure TCR-1**, and the developer shall develop an Archaeological Monitoring Plan to address the details, timing, and responsibility of all archaeological and cultural activities that will occur on the project site. Details in the plan shall include:

a. Project grading and development scheduling.

b. Cultural Resources sensitivity training requirement for all earthwork-related construction personnel

c. If necessary, the development of a rotating or simultaneous schedule in coordination with the project applicant and the project archaeologist for designated Native American tribal monitors from the Tribe(s) during grading, excavation, and ground-disturbing activities on the site.

d. The safety requirements, duties, scope of work, and Native American tribal monitors' authority to stop and redirect grading activities in coordination with all project archaeologists.

e. The protocols and stipulations that the developer, tribes, and project archaeologist will follow in the event of inadvertent cultural resources discoveries, including any newly discovered cultural resource deposits that shall be subject to a cultural resources evaluation.

The archaeological monitor will maintain daily log documenting, at minimum, the identity of the monitor, the work monitored, and any cultural materials identified or other actions taken by the monitor. The monitoring logs will be provided to the City upon request and may be shared with interested parties at the City's discretion.

The on-site monitoring would end when the project site grading and excavation activities are completed, or when the monitor has indicated that the site has a low potential for archaeological resources.

Pursuant to **MM CUL-1**, in the event that previously undocumented cultural resources, including those with historical significance, are encountered during construction activities, the qualified archaeologist would be consulted to determine appropriate treatment of the discovery. With incorporation of **MM CUL-1,** potential impacts of the proposed project with respect to historic resources would be reduced to less than significant with mitigation incorporated.

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. As previously described in Section 4.5.1(a) above, archaeological resources include both precontact remains and remains dating to the historical period. As discussed above, the CRA prepared for the proposed project (Appendix C-2 under confidential

cover in this IS/MND) included an archaeological records search, an intensive-level field survey, and initiation of Native American consultation. Refer to Section 4.18, Tribal Cultural Resources, of this IS/MND for a detailed discussion of Native American resources.

Record Search. The archaeological records search was conducted through the SCIC on May 1, 2025, and identified no previously recorded sites within the project site and no previous surveys that included the project site. Seven resources, including five historic resources and two prehistoric resources, have previously been recorded within the 1-mile search radius. While the historic resources are limited to the built environment, the two prehistoric resource records include a bedrock milling site and two prehistoric isolates within the 1-mile search radius south of the project site. The bedrock milling site consists of a single grinding slick located among a concentration of boulders without midden or associated artifacts.

The results of the record search identified 26 previous cultural resource studies within the 1-mile search radius of the project site, none of which included any portion of the project site. Three field surveys have previously been conducted within 0.25-mile of the project site and did not identify any archaeological resources within the project site.

Field Survey. The archaeological field survey of the project site was conducted on May 6, 2025, under fair visibility. No archaeological resources were identified during the field survey.

Although the CRA does not identify any known archaeological resources on the project site, ground-disturbing activities associated with construction of the proposed project has the potential to unearth previously undocumented archaeological resources. **Mitigation Measure (MM) CUL-1,** as discussed above, requires the proposed project retain a qualified archaeological monitor during ground-disturbing construction activities. Pursuant to **MM CUL-1,** in the event that previously undocumented cultural resources are encountered during construction activities, the qualified archaeologist would be consulted to determine appropriate treatment of the discovery. With incorporation of **MM CUL-1,** potential impacts of the proposed project with respect to archaeological resources would be reduced to a less than significant level.

c. Would the project disturb any humans remains, including those interred outside of formal cemeteries?

Less Than Significant Impact. As discussed above, the CRA notes no known subsurface cultural resources within the project site, and that soils on site are generally disturbed by previous and current development and human activity. Therefore, there would also be a low potential for the project to disturb human remains. Nevertheless, the proposed project must comply with all applicable regulations protecting human remains, should they be encountered, including Section 7050.5 of the California Health and Safety Code, which requires that excavation be stopped in the vicinity of discovered human remains while the coroner determines whether the remains are those of a Native American. If human remains are determined as those of Native American origin, the Applicant shall comply with the State Health and Safety Code relating to the disposition of Native American burials that fall within the jurisdiction of the NAHC (Public Resources Code Section 5097). Additionally, Section 7052 of the California Health and Safety Code states that disturbance of Native American cemeteries is a felony.

Accordingly, **Regulatory Compliance Measure (RCM) CUL-1** is prescribed to ensure that human remains (or remains that may be human), including Native American human remains, would be protected if they are discovered during project construction. With implementation of **RCM CUL-1,** human remains would be protected during project construction and impacts would be less than significant, and no mitigation is required.

Regulatory Compliance Measure:

RCM CUL-1 **Human Remains.** In the event human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall take place until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. The County Coroner must be notified of the find immediately. If the remains are determined to be Native American, the County Coroner will notify the Native American Heritage Commission (NAHC), which will determine and notify a Most Likely Descendant (MLD). With the permission of the landowner or his/her authorized representative, the MLD may inspect the site of the discovery. The MLD shall complete the inspection within 48 hours of notification by the NAHC. The MLD will have the opportunity to offer recommendations for the disposition of the remains.

4.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

The analysis presented in this section is based upon information from the *Sumner Place Energy Analysis Technical Memorandum* (Energy Analysis) prepared for the proposed project by Urban Crossroads, Inc. in October 2025. [51] This report is included as Appendix D to this IS/MND.

Electricity Background. The project site is within the service territory of Southern California Edison (SCE). SCE provides electricity to more than 15 million people in a 50,000-square-mile area of Central, Coastal, and Southern California.[52] According to the California Energy Commission (CEC), total electricity consumption in the SCE service area in 2022 was approximately 85,870 gigawatt-hours (GWh) (85,869,985,679 kilowatt-hours [kWh]).[53] Total electricity consumption in the County in 2022 was approximately 17,781 GWh (17,780,573,270 kWh).[54]

Natural Gas Background. The Southern California Gas Company (SoCalGas) is the natural gas service provider for the project site. SoCalGas provides natural gas to approximately 21.8 million people in a 24,000 sq mi service area throughout Central and Southern California, from Visalia to the Mexican border.[55] According to the CEC, total natural gas consumption in the SoCalGas service area in 2022 was 5,026 million therms.[56] Total natural gas consumption in the County in 2022 was 431 million therms.[57]

Fuel Usage Background. Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. In 2023,

51 Urban Crossroads. *Sumner Place Energy Analysis.* October 2025.

52 Southern California Edison (SCE). 2020. About Us. Website: https://www.sce.com/about-us/who-we-are (accessed July 10, 2025).

53 California Energy Commission (CEC). 2022. Electricity Consumption by Entity. Website: http://www.ecdms.energy.ca.gov/elecbyutil.aspx (accessed July 10, 2025).

54 California Energy Commission (CEC). 2022. Electricity Consumption by County. Website: http://www.ecdms.energy.ca.gov/elecbycounty.aspx (accessed July 10, 2025).

55 Southern California Gas Company (SoCalGas). 2020. About SoCalGas. Website: https://www3.socalgas.com/about-us/company-profile (accessed July 10, 2025).

56 California Energy Commission (CEC). 2022. Gas Consumption by Entity. Website: http://www.ecdms.energy. ca.gov/gasbyutil.aspx (accessed July 10, 2025).

57 California Energy Commission (CEC). 2022. Gas Consumption by County. Website: http://www.ecdms.energy. ca.gov/gasbycounty.aspx (accessed July 10, 2025).

total petroleum gasoline consumption in California was 648 million barrels.[58] CARB's California Emissions Factor Model, Version 2021 (EMFAC2021) is a mathematical model that was developed to calculate emission rates, fuel consumption, and VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by CARB to project changes in future emissions from on-road mobile sources. The Energy Analysis utilized EMFAC2021 to gather on-road mobile source emissions data within the Riverside South-Coast sub-area for the 2026 through 2028 calendar years.

4.6.1 Impact Analysis

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources during project construction or operation?

Less Than Significant Impact. The project was evaluated for short-term construction and long-term operational impacts from energy, as described below. The proposed project would increase the demand for electricity, natural gas, and fuel usage when compared to existing site conditions.

Construction. Construction emissions were estimated for the project using the California Emissions Estimator Model (CalEEMod) version 2022.1.1.29. As described in Section 2.0, Project Description, project construction is estimated to begin in March 2026 and would last approximately 24 months, concluding in March 2028. Construction activities would include demolition, site preparation, grading, trenching, building construction, paving, and architectural coating.

Construction activities would require energy for the manufacture and transportation of construction materials, preparation of the site for grading and building activities, and development of the project limits. All or most of this energy would be derived from non-renewable resources. Petroleum fuels (e.g., diesel and gasoline) would be the primary sources of energy for these activities. According to the Energy Analysis, the total electricity usage from construction activities associated with the proposed project would be approximately 107,393.88 kilowatt hours (kWh), while total diesel fuel usage during construction would be approximately 87,046 gallons. Gasoline fuel usage during construction, which would be consumed during worker trips to and from the project site, would be approximately 32,707 gallons. Similarly, construction vendor/hauling trips (medium duty trucks) is estimated to consume approximately 19,733 gallons of gasoline fuel. It should be noted that construction of the proposed project would represent a "single-event" diesel and gasoline fuel demand and would not require on-going or permanent commitment of diesel or gasoline fuel resources for this purpose. Construction of the proposed project would not involve the consumption of natural gas because none of the construction-related equipment would be powered by natural gas.

Use of energy during construction would not be atypical for the type of construction proposed because the project does not propose any construction processes that are unusual or energy-intensive. In addition, project construction equipment would conform to the applicable CARB

[58] United States Energy Information Administration (EIA). 2024. California State Profile and Energy Estimates, Data. Website: https://www.eia.gov/state/data.php?sid=CA#ConsumptionExpenditures (accessed July 10, 2025).

emissions standards, acting to promote equipment fuel efficiencies. CCR Title 13, Title 13, Motor Vehicles, section 2449(d)(3), Idling, limits construction vehicle idling times to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Best Available Control Measures (BACMs) inform construction equipment operators of this requirement. With regard to construction worker trips, the latest Integrated Energy Policy Report[59] released by the CEC has shown that fuel efficiencies are improving within on and off-road vehicle engines due to increasingly stringent regulations. Further, construction contractors would conserve the use of gasoline and diesel fuel supplies to minimize their costs on the proposed project. Energy usage within the project limits during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. As such, energy consumption during construction of the proposed project would not be considered inefficient, wasteful, or otherwise unnecessary. Construction energy impacts would be less than significant, and no mitigation is required.

Operation. Energy consumed by the proposed project would be associated with electricity, natural gas, and fuel used for vehicle trips associated with the project. Building operations would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, refrigeration, lighting, and electronics. Natural gas use in CalEEMod is measured in units of a thousand British thermal units (kBTU) per year, while electricity use in CalEEMod is measured in kWh per year.

The proposed project would result in energy usage associated with gasoline and diesel to fuel project-related trips. Trip generation rates used in CalEEMod for the proposed project were based on the project's trip generation estimates provided in Section 4.17, Transportation, of this IS/MND. As shown in **Table 4.6.A** below, the proposed project would result in an annual fuel consumption of approximately 121,248 gallons. In addition, the proposed project's operational energy demands are estimated to result in 3,315,258 kBTU per year of natural gas and 1,217,190 kWh/year of electricity, which would be supplied by SoCalGas and Southern California Edison, respectively. It should be noted that these estimates represent gross consumption for the proposed project and do not include consumption generated by current on-site uses, which is a conservative analysis.

Table 4.6.A: Estimated Annual Energy Use of Proposed Project

	Electricity Use (kWh per year)	Natural Gas Use (kBTU per year)	Gasoline (gallons per year)
Proposed Project	1,217,190	3,315,258	121,248

Source: *Sumner Place Energy Analysis Technical Memorandum,* Tables 8 and 9 (Urban Crossroads, Inc., October 2025). Table 8 and Table 9.
kBTU = thousand British thermal units
kWh = kilowatt hours

As shown in **Table 4.6.A**, the estimated electricity demand associated with the operation of the proposed project would be 1,217,190 kWh per year. Total electricity consumption in the County in

[59] California Energy Commission (CEC). 2024. *2024 Integrated Energy Policy Report Update*. Docket No. 24-IEPR-01.

2022 was 17,780,573,270 kWh; therefore, operation of the proposed project would negligibly increase the annual electricity consumption in the County by less than 0.01 percent.[60]

As shown in **Table 4.6.A**, the estimated potential increase in natural gas demand associated with the proposed project would be 3,315,258 kBTU per year, which converts to approximately 33,151 therms per year. Total natural gas consumption in the County in 2022 was approximately 431 million therms. Therefore, operation of the proposed project would negligibly increase the annual natural gas consumption in the County by less than 0.01 percent.[61]

Electricity and natural gas demand associated with project operations would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. Furthermore, the proposed project would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency. The proposed project would be required to adhere to all federal, State, and local requirements for energy efficiency, including the State's Title 24 standards. Title 24 building energy efficiency standards establish minimum efficiency standards related to various building features, including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting, which would reduce energy usage. In addition, proposed new development would be constructed using energy efficient modern building materials and construction practices, and the proposed project also would use new modern appliances and equipment, in accordance with the Appliance Efficiency Regulations (Title 20, CCR Sections 1601 through 1608). However, energy consumption is largely a function of personal choice and the physical structure and layout of buildings.

Vehicles associated with trips to and from the project site would be subject to fuel economy and efficiency standards, which are applicable throughout the State. As such, it is reasonable to assume that the fuel efficiency of vehicles associated with project operations would not increase throughout the life of the proposed project. Further, existing infrastructure in the surrounding area would provide project site residents with access to a mix of land uses in close proximity to the project site, thus further reducing fuel consumption demand. As such, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. Therefore, implementation of the proposed project would not result in a substantial increase in transportation-related energy uses.

The project proposes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration. The proposed project would not cause or result in the need for additional energy production or transmission facilities. As such, operation of the proposed project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Impacts would be less than significant, and no mitigation is required.

[60] (1,217,190 kWh ÷ 17,780,573,270 kWh) * 100 = approximately 0.006 percent

[61] (33,151 therms ÷ 431,000,000 therms) * 100 = approximately 0.007 percent

b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less Than Significant Impact. In 2002, the California Legislature passed Senate Bill (SB) 1389, which required the CEC to prepare the *Integrated Energy Policy Report* every two years with policy recommendations for addressing the State's energy problems. Policy recommendations include calls for the State to assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the least environmental and energy costs. To further this policy, the plan identifies a number of strategies, including assistance to public agencies and fleet operators in implementing incentive programs for zero emission vehicles and their infrastructure needs, and encouragement of urban designs that reduce vehicle miles traveled (VMT) and accommodate pedestrian and bicycle access.

The CEC adopted the *2024 Integrated Energy Policy Report Update*[62] in February 2024. The *2024 Integrated Energy Policy Report Update* provides the results of the CEC's assessments of a variety of energy issues facing California.

Construction. As indicated above, energy usage on the project site during construction would be temporary in nature and would be relatively small in comparison to overall use in the County.

There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. Therefore, construction-related energy efficiency and renewable energy standards consistency impacts would be less than significant.

Operation. Energy usage associated with operation of the proposed project would be relatively small in comparison to the overall use in the County and the State's available energy sources. Therefore, energy impacts at the regional level would be negligible. Because California's energy conservation planning actions are conducted at a regional level, and because the proposed project's total impact on regional energy supplies (including both electricity and natural gas) would be minor, the proposed project would not conflict with or obstruct California's energy conservation plans as described in the CEC's *2024 Integrated Energy Policy Report Update*.

California's Renewable Portfolio Standard (RPS)[63] establishes a goal for local energy providers to utilize renewable energy for 60 percent of its supply by 2030 and carbon-free by 2045. Similarly, the State is promoting renewable energy targets to meet the State's 2022 Scoping Plan[64] greenhouse gas emissions reductions.

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62 California Energy Commission (CEC). 2024. *2024 Integrated Energy Policy Report Update*. Docket No. 24-IEPR-01.

63 California Public Utilities Commission. n.d. Renewables Portfolio Standard (RPS) Program. Website: https://www.cpuc.ca.gov/rps (accessed July 10, 2025).

64 California Air Resources Board (CARB). 2022 Scoping Plan for Achieving Carbon Neutrality. December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed July 10, 2025).

As previously discussed, the proposed project would be designed and constructed in accordance with the latest applicable energy efficiency standards, which are based on the State's Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. Title 24 standards are widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation during operation.

As demonstrated in the preceding analysis, the proposed project would not result in the inefficient, wasteful, and unnecessary consumption of energy. Potential impacts related to conflict with or obstruction of a State or local plan for renewable energy or energy efficiency would be less than significant, and no mitigation is required.

4.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii. Strong seismic ground shaking?	☐	☒	☐	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☒	☐	☐
iv. Landslides?	☐	☐	☒	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The analysis presented in this section is based, in part, on the *Geotechnical Update Review Proposed Residential Development Located at the Southeast Corner of Sumner Avenue and Schliesman Road City of Eastvale, California* (Geotechnical Investigation),[65] prepared by Leighton and Associates, Inc. in December 2024, which is provided as Appendix E of this IS/MND.

4.7.1 Impact Analysis

a. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

[65] Leighton and Associates, Inc. 2024. *Geotechnical Update Review Proposed Residential Development Located at the Southeast Corner of Sumner Avenue and Schleisman Road City of Eastvale, California*. December. (Appendix E).

Less Than Significant Impact. The project site is located within Southern California, which is generally characterized as a seismically active region. However, according to the Geotechnical Investigation, there are no known active faults traversing the site. The closest known active or potentially active fault is the Chino-Elsinore fault zone, located approximately 6 miles west of the site. In addition, the project site is not located within the boundaries of an identified Earthquake Fault Zone for fault rupture hazard as defined by the Alquist-Priolo Earthquake Fault Zoning Act of 1972.[66] Due to the distance between the project site and the nearest active fault, the potential for ground rupture at the project site is considered minimal. In the absence of any on-site active faults, impacts related to the rupture of a known earthquake fault would be less than significant. No mitigation is required.

ii. Strong seismic ground shaking?

Less Than Significant with Mitigation Incorporated. The project site is located within a seismically active area, where earthquakes have the potential to produce very strong seismically related ground shaking during the anticipated operational life of the proposed project. As provided above, the nearest known active fault is the Chino-Elsinore fault zone, located approximately 6 miles west of the site. As such, it should be anticipated that the project site will experience moderate to strong ground shaking in the near future.

The extent of ground shaking associated with an earthquake is dependent upon the size of the earthquake and the geologic material of the underlying area. All future construction and development on the project site would comply with applicable provisions of the California Building Code (CBC) and the City's building regulations, which include specific design measures intended to maximize structural stability in the event of an earthquake, in effect at the time when building permit applications are submitted. In addition, as provided in **Mitigation Measure (MM) GEO-1,** the proposed project would be required to implement the project-specific design and construction recommendations detailed in the Geotechnical Investigation to ensure the structural integrity of the project in the event of an earthquake.

Proper engineering design and construction in conformance with the CBC standards and Geotechnical Investigation, pursuant to **MM GEO-1**, would address potential impacts related to seismic ground shaking. As such, with incorporation of **MM GEO-1**, ground shaking hazards would be less than significant.

Mitigation Measure:

MM GEO-1 **California Building Code and Geotechnical Recommendations.** Prior to issuance of grading and/or building permits, the project Applicant shall provide evidence to the City of Eastvale (City) for review and approval that the proposed project site, residential buildings, all ancillary structures and facilities, and associated infrastructure have been designed and would be constructed in conformance with applicable provisions of the 2022 edition of

[66] California Department of Conservation. CGS Seismic Hazards Map. Website: https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-alquist-priolo-fault-hazard-zones/explore?location=33.961906%2C-117.572620%2C14.53 (accessed July 9, 2025).

the California Building Code (CBC) (or the most current edition of the CBC in effect at the time the development application is deemed complete by the City).

Additionally, the project Applicant shall provide evidence to the City that the earthwork recommendations cited in the project-specific Geotechnical Investigation are incorporated into project plans and/or implemented as deemed appropriate by the City. Geotechnical recommendations include, but are not limited to, general earthwork and grading recommendations; shallow foundation recommendations; slabs-on-grade recommendations; retaining wall recommendations; pavement design recommendations; temporary excavation recommendations; trench backfill recommendations; surface drainage recommendations; sulfate attack and corrosion protection recommendations; and infiltration testing recommendations.

A California-licensed structural engineer must conduct verification testing upon completion of ground improvements to confirm that the compressible soils have been sufficiently densified. Additionally, the structural engineer must determine the ultimate thickness and reinforcement of the building floor slabs based on the imposed slab loading and verify seismic design parameters in accordance with American Society of Civil Engineers (ASCE) 7-16 Section 11.4.8. This measure shall be implemented to the satisfaction of the City Director of Building Safety or designee.

iii. Seismic-related ground failure, including liquefaction?

Less Than Significant with Mitigation Incorporated. Liquefaction is a phenomenon that occurs when strong seismic ground shaking causes soils to collapse from a sudden loss of cohesion and undergo a transformation from a solid to a liquefied state. There are three basic factors that must exist concurrently in order for liquefaction to occur:

- A source of ground shaking, such as an earthquake, capable of generating soil mass distortions;
- A relatively loose silty and/or sandy soil; and
- A relatively shallow groundwater table (within approximately 50 feet below ground surface) or completely saturated soil conditions that would allow positive pore pressure generation.

According to the County of Riverside Liquefaction Map, the central to northwestern portions of the site have a very high liquefaction potential, and the remaining central to southeastern portion of the

site has a high liquefaction potential.[67] The State of California has not prepared liquefaction hazard maps for the project site.

According to the Geotechnical Investigation, historical groundwater levels have been estimated at an approximate depth of 8 feet below ground surface (bgs). Liquefaction potential onsite was analyzed utilizing this historical depth. On the project site, potentially liquefiable layers were encountered between the depths of 12.5 feet to 37.5 feet bgs. Identified liquefiable layers consisted of stiff clays, stiff silt layers, and loose silty sand layers. However, due to the thick layer of overlying non-liquefiable soils and the relatively thin nature of the potentially liquefiable soils, the potential for surface damage due to liquefaction (such as sand boils, bearing failures, and later spreading) can be considered low. In addition, the project site is under the jurisdiction of the Chino Basin Watermaster, who controls the elevation of groundwater in the Chino Groundwater Basin through a series of desalter wells. With such monitoring and control, shallow groundwater levels such as those historically measured are very unlikely to return. Under current and estimated future groundwater conditions, liquefaction would not be expected onsite.

In addition, the Geotechnical Investigation conducted infiltration testing. As the project site has the potential to contain high groundwater levels, adequate infiltration may be impeded. Therefore, the proposed project would be required to provide adequate overflow for infiltration facilities on site and would not include open basins or open water. As described in Section 4.10, Hydrology and Water Quality, of this IS/MND, in the event that stormwater generated onsite exceeds the capacity of the proposed underground retention system, stormwater would flow to the existing V-ditch along the project site's southern boundary and would ultimately drain to the existing inlet near the southwestern corner of the project site, similar to existing conditions.

Further, the Geotechnical Investigation includes recommendations to prevent seismic-related ground failure and to ensure the stability of structural foundations in support of the proposed project. With implementation of the project-specific recommendations identified in the Geotechnical Investigation as required under **MM GEO-1**, potential impacts from seismically induced ground failure would be reduced to a less than significant level.

iv. Landslides?

Less Than Significant Impact. According to the Geotechnical Investigation, although the project site is in an area of high seismic activity, because the project site is generally level without significant slopes, it is not considered susceptible to static slope instability or seismically induced landslides. Therefore, the proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death from landslides. Impacts would be less than significant, and no mitigation is required.

[67] County of Riverside. 2025. Riverside County Mapping Portal – Liquefaction Map. Website: https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/CountyofRiverside::liquefaction/explore?location=33.959033%2C-117.575585%2C15.94 (accessed July 9, 2025).

b. Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact.

Construction. Construction at the project site would disturb surface soils and make them more susceptible to erosion from wind and water than under existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As specified in **Regulatory Compliance Measure** (**RCM) HYD-1**, provided later in this IS/MND in Section 4.10, Hydrology and Water Quality, the Applicant would be required to obtain coverage under the National Pollution Discharge Elimination System (NPDES) Program's Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would detail Erosion Control and Sediment Control Best Management Practices (BMPs) to be implemented during construction to minimize erosion and retain sediment on site. The proposed project would also be required to obtain a grading permit, as noted in Chapter 110.92 – Grading, of the City's Municipal Code. The grading permit would include measures to protect exposed soils such as limiting work to dry seasons, covering stockpiled soils, and use of straw bales and silt fences to minimize off-site sedimentation, in compliance with Chapter 70 of the California Building Code, which is adopted in Chapter 110.04 of the City's Municipal Code. In addition, the project's demolition of existing structures, land clearing, grading, and construction activities would be required to comply with SCAQMD Rule 403 regulating fugitive dust emissions, thus minimizing wind erosion from such ground-disturbing activities.

With compliance with the requirements of the CBC, a Construction General Permit, and Chapters 110.92 and 110.04 of the City's Municipal Code, including implementation of construction BMPs, construction impacts related to substantial soil erosion, or the loss of topsoil would be less than significant, and no mitigation is required.

Operation. Implementation of the proposed project would increase the proportion of impervious surface area on the project site from approximately 20 percent to approximately 80 percent due to the construction of a 159-unit townhome community with site improvements including landscaping, drive aisles, pedestrian walkways, and trash enclosures. An increase in impervious surface area increases the rate and volume of runoff during a storm, which can more effectively transport sediments to receiving waters. However, the impervious surface areas on the project site would not be prone to erosion because there would be no exposed soil. The remaining pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation. Furthermore, as discussed in Section 4.10, Hydrology and Water Quality, the proposed project would be required to adhere to **RCM HYD-2**, which requires the preparation of a Final Water Quality Management Plan (WQMP) in compliance with the Riverside County Municipal Storm Water (MS4) Permit and the implementation of Site Design, Source Control, and Low Impact Development (LID) BMPs that minimize stormwater runoff thereby minimizing on-site erosion and siltation. With adherence to **RCM HYD-2**, operational impacts related to on-site or off-site erosion or siltation would be less than significant.

Overall, with adherence to **RCMs HYD-1 and HYD-2** and compliance with the CBC, a Construction General Permit, and chapters 110.92 and 110.04 of the City's Municipal Code, potential impacts

related to soil erosion or loss of topsoil with implementation of the proposed project would be less than significant, and no mitigation is required.

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Less Than Significant with Mitigation Incorporated.

Landslides. As previously stated, because the project site is located in a relatively flat area with no significant slopes nearby, landslides or other forms of natural slope instability do not represent a significant hazard to the project site. As such, the risk of on- or off-site landslides under the proposed project would be less than significant, and no mitigation is required.

Subsidence. Subsidence refers to vertical displacement of land. Common causes of land subsidence are pumping water, oil, and gas from underground reservoirs; dissolution of limestone aquifers (sinkholes); collapse of underground mines; drainage of organic soils; and initial wetting of dry soils (hydro compaction). Subsidence is also caused by heavy loads generated by large earthmoving equipment. The project site is not located within an area of known large-scale groundwater, peat loss, or oil extraction. Further, according to the USGS Areas of Land Subsidence in California, the project site is not documented as an area of land subsidence.[68] However, the County of Riverside Property Report for the project site indicates that the project site is designated as susceptible to subsidence.[69] Subsidence is primarily dependent upon the degree of soil compaction achieved during construction. Variations in the in-situ density of existing soils and the degree to which fill soils are compacted would influence earth volume changes. The Geotechnical Evaluation determined that soils underlying the project site are potentially compressible and would need to be removed during grading activities until competent formational material is encountered. To provide adequate support for the proposed buildings, the Geotechnical Evaluation included recommendations for required earthwork removals, fill placement, and subgrade reparation, as summarized in **MM GEO-1**. With adherence to these recommendations under **MM GEO-1**, the risk of on- or off-site subsidence-related adverse effects under the proposed project would be reduced to a less than significant level.

Liquefaction. As previously stated, according to the County of Riverside Liquefaction Map, the central to northwestern portions of the site have a very high liquefaction potential, and the remaining central to southeastern portion of the site has a high liquefaction potential.[70] According to the Geotechnical Investigation, under current and estimated future groundwater conditions, liquefaction would not be expected onsite. In addition, the Geotechnical Investigation conducted infiltration testing. Further, the proposed project would provide adequate overflow for infiltration facilities on site and would not include open basins or open water. In addition, the Geotechnical Investigation includes

[68] United States Geological Survey (USGS). n.d. Areas of Land Subsidence in California. Website: https://ca.water.usgs.gov/land_subsidence/california-subsidence-areas.html (accessed July 23, 2025).

[69] County of Riverside. 2025. Riverside County Parcel Report, Full Report 152040001. March 20.

[70] County of Riverside. Riverside County Mapping Portal – Liquefaction Map. Website: https://gisopendata-countyofriverside.opendata.arcgis.com/datasets/CountyofRiverside::liquefaction/explore?location=33.959033%2C-117.575585%2C15.94 (accessed July 9, 2025).

recommendations to prevent seismic-related ground failure and to ensure the stability of structural foundations in support of the proposed project. With implementation of the project-specific recommendations identified in the Geotechnical Investigation as required under **MM GEO-1**, the risk of on- or off-site liquefaction under the proposed project would be reduced to a less than significant level.

Lateral Spreading. Lateral spreading often occurs on very gentle slopes or flat terrain. This ground failure is caused by liquefaction and is usually triggered by rapid ground motion, such as that experienced during an earthquake, but can also be artificially induced. When coherent material, either bedrock or soil, rests on materials that liquefy, the upper units may undergo fracturing and extension and may then subside, translate, rotate, disintegrate, or liquefy and flow***.***

The Geotechnical Investigation includes a lateral spreading analysis, which considers a variety of factors including soil content and sloping conditions. It should be noted that a majority of the materials identified from borings conducted within the project site are high fines content soils (silts and clays), which is not considered susceptible to lateral spreading. Based on the lateral spreading analysis, the estimated lateral spreading potential on the project site is less than 11 inches for sloping ground conditions and less than 2 inches for non-sloping conditions; which fall below the threshold values that would require additional design considerations for lateral spreading mitigation purposes. As such, the proposed project would not potentially result in onsite or offsite lateral spreading, and impacts would be less than significant. No mitigation is required.

Collapse. The Geotechnical Investigation does not identify collapse as a potential hazard to the project site. Nevertheless, as discussed above, the proposed project would adhere to all feasible design measures identified in the Geotechnical Investigation to increase the stability of the proposed structures, foundations, and underlying soils, pursuant to **MM GEO-1**. As such, the risk of collapse under the proposed project would be less than significant with mitigation incorporated.

Summary. In summary, based on compliance with the 2022 CBC and implementation of design recommendations set forth in the Geotechnical Exploration Report pursuant to **MM GEO-1**, potential impacts of the proposed project related to unstable soils or geologic units that could result in on- or off-site landslides, lateral spreading, subsidence, liquefaction, or collapse would be reduced to a less than significant level.

d. Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant with Mitigation Incorporated. Expansive soils are characterized by their ability to undergo substantial volume changes (shrink or swell) due to variations in moisture content as a result of precipitation, landscape irrigation, utility leakage, roof drainage, perched groundwater, drought, or other factors. Expansive soils contain types of clay minerals that occupy considerably more volume when they are wet or hydrated than when they are dry or dehydrated. Volume changes associated with changes in the moisture content of near-surface expansive soils can cause uplift or heave of the ground when they become wet or, less commonly, cause settlement when they dry out.

According to the Geotechnical Investigation, on-site soil samples indicated an expansion index (EI) of level 5 percent, which is considered very low for expansion potential. As previously stated, grading activities associated with the proposed project would require approximately 28,700 cubic yards of imported soils. The Geotechnical Investigation recommends that retaining walls proposed under the project are backfilled using soils with a very low EI. The Geotechnical Investigation also recommends that laboratory testing should be conducted at the conclusion of grading activities to evaluate the expansion index of near-surface subgrade soils. As described in **MM GEO-1**, the proposed project is required to incorporate all recommendations provided in the Geotechnical Investigation. Therefore, impacts with respect to expansive soils would be less than significant with incorporation of **MM GEO-1**.

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

No Impact. The proposed project would establish connections with existing wastewater collection and conveyance facilities owned and operated by the Jurupa Community Services District (JCSD). Therefore, the use of septic tanks would not be necessary. Because the proposed project would not include the installation of septic tanks or alternative wastewater disposal systems, no impact would occur, and no mitigation is required.

f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. According to the City's General Plan EIR, portions of the City are designated as areas of High Sensitivity for paleontological resources.[71] The County of Riverside Property Report for the project site indicates that the project site is designated as having high sensitivity for paleontological resources ("High B").[72] A High B Sensitivity area for paleontological resources indicates that fossils are likely to be encountered on the project site below four feet bgs and therefore could be susceptible to impacts associated with construction activities.

Although soils underlying the project site have been disturbed by historic and current land uses and no known paleontological resources exist on the project site, based on the site's classification as a High B Sensitivity area for paleontological resources, unknown/undiscovered resources could be encountered during on-site grading or construction activities. As such, **MM GEO-2** is required to reduce any potential impact on unknown and unanticipated paleontological resources on the project site. As required by **MM GEO-2**, if paleontological resources are unintentionally unearthed during project construction, work would be temporarily halted until the significance of the find is determined by a qualified paleontologist and appropriate actions are taken.

Further, grading activities associated with construction of the proposed project would be required to comply with grading requirements pursuant to Section 130.08.040, *Street Grades*, of the City's

[71] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 10, 2025).

[72] County of Riverside. 2025. Riverside County Parcel Report, Full Report 152040001. March 20.

Municipal Code. In addition, the proposed project would require a grading permit, which would be subject to the approval of the City Engineer.

Given that grading activities associated with the proposed project would comply with all applicable regulations and with implementation of **MM GEO-2,** potential impacts to paleontological resources would be reduced to a less than significant level.

Mitigation Measure:

MM GEO-2 **Paleontological Resources.** Prior to the issuance of a grading permit, the Applicant shall retain a qualified paleontologist, subject to the review and approval of the Director of the City of Eastvale Community Development Department, Planning Department, or designee. The qualified paleontologist shall be present at the pre-grade conference and shall establish procedures for paleontological resource surveillance and procedures for temporarily halting and redirecting work to permit sampling and identification and evaluation of fossils. If the resources are deemed to be significant, the paleontologist shall determine appropriate actions, in cooperation with the Applicant, which ensure proper exploration and/or salvage. Full-time monitoring and salvage efforts will be necessary whenever previously undisturbed sediments are being disturbed (8 hours per day during grading or trenching activities). Once the earth moving is 50 percent completed, monitoring may be reduced if no fossils are being recovered. The paleontologist shall be empowered to temporarily divert or direct grading operations to facilitate assessment and salvaging of exposed fossils. Collection and processing of matrix samples through fine screens will be necessary to salvage any micro-vertebrate remains.

In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor shall temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery shall be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor shall remove the rope and allow grading to recommence in the area of the find. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the proposed project in order to mitigate adverse impacts to paleontological resources that may exist on-site in on-site sediments. The PRIMP shall follow guidelines developed by the Society for Vertebrate Paleontology and shall include, but not be limited to, monitoring of earthmoving activities during project excavation in native sediments, specimen recovery, and screen washing; preparation of any collected specimens to the point of identification; identification and curation of any collected specimens into a museum repository with permanent, retrievable storage; and preparation of a final compliance report that would provide details of monitoring, fossil identification, cataloging, and repository arrangements. The PRIMP shall be filed with the Director of the City of Eastvale Community Development Department, Planning Department, or designee.

4.8 GREENHOUSE GAS EMISSIONS

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

The analysis presented in this section is based upon information from the *Sumner Place Air Quality and Greenhouse Gas Assessment* (AQ/GHG Assessment) prepared for the proposed project by Urban Crossroads, Inc. in October 2025. [73] This report is included as Appendix A to this IS/MND.

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or form from secondary reactions taking place in the atmosphere. Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, which is believed to be causing global warming. Although manmade GHGs include naturally occurring GHGs such as carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), some gases like hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), nitrogen trifluoride (NF_3), and sulfur hexafluoride (SF_6) are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), which is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG; the definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

State CEQA Guidelines Section 15064(b) provides that the "determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data," and further states that an

[73] Urban Crossroads. *Sumner Place Air Quality and Greenhouse Gas Assessment.* October 2025.

"ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting." Currently, there is no Statewide GHG emissions threshold that has been used to determine the potential GHG emissions impacts of a project. Threshold methodology and thresholds are currently developed and revised by air districts in California.

To provide guidance to local lead agencies on determining significance for GHG emissions in their California Environmental Quality Act (CEQA) documents, the South Coast Air Quality Management District (SCAQMD) convened a GHG CEQA Significance Threshold Working Group (Working Group). The Working Group has identified a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency:

- **Tier 1.** If a project is exempt from CEQA, project-level and cumulative GHG emissions are less than significant.

- **Tier 2.** If the project complies with a GHG emissions reduction plan or mitigation program that avoids or substantially reduces GHG emissions in the project's geographic area (i.e., city or county), project-level and cumulative GHG emissions are less than significant.

- **Tier 3.** If GHG emissions are less than the screening-level threshold, project-level and cumulative GHG emissions are less than significant.

  For projects that are not exempt or where no qualifying GHG reduction plans are directly applicable, SCAQMD requires an assessment of GHG emissions. SCAQMD, under Option 1, is proposing a "bright-line" screening-level threshold of 3,000 metric tons (MT) of CO_2e (or MT CO_2e) per year (MT CO_2e/year) for all land use types or, under Option 2, the following land use-specific thresholds: 1,400 MT CO_2e for commercial projects; 3,500 MT CO_2e for residential projects; or 3,000 MT CO_2e for mixed-use projects. This bright-line threshold is based on a review of the Governor's Office of Land Use and Climate Innovation's database of CEQA projects. Based on their review of 711 CEQA projects, 90 percent of CEQA projects would exceed the bright-line thresholds identified above. Therefore, projects that do not exceed the bright-line threshold would have a nominal and therefore less than cumulatively considerable impact on GHG emissions.

- **Tier 4.** If emissions exceed the numerical screening threshold, a more detailed review of the project's GHG emissions is warranted. The SCAQMD has proposed an efficiency target for projects that exceed the bright-line threshold. The current recommended approach is per-capita efficiency targets. The SCAQMD is not recommending use of a percentage emissions reduction target. Instead, the SCAQMD proposed a 2020 efficiency target of 4.8 MT CO_2e/year per service population for project-level analyses and 6.6 MT CO_2e/year per service population for plan-level projects (e.g., program-level projects such as General Plans).

For the purpose of this analysis, the AQ/GHG Assessment compared the proposed project compared to the threshold of 3,000 MT CO_2e/year for all land use types. The project is also evaluated for

compliance with CARB's 2022 Scoping Plan[74] and SCAG's Connect SoCal 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).[75]

4.8.1 Impact Analysis

a. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact. The project was evaluated for short-term construction and long-term operational impacts from GHG emissions, as described below. This section describes the proposed project's construction- and operation-related GHG emissions and contribution to global climate change. SCAQMD has not addressed emission thresholds for construction in its *CEQA Air Quality Handbook*; however, SCAQMD requires quantification and disclosure. Thus, this section discusses construction emissions.

Construction Greenhouse Gas Emissions. Construction activities associated with the proposed project would produce combustion emissions from various sources. During construction, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor/hauling vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

SCAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are required to quantify and disclose GHG emissions that would occur during construction. SCAQMD suggests that construction GHG emissions be amortized over the life of the project (defined as 30 years), added to the operational emissions, and compared to the applicable interim GHG significance threshold tier.

According to CalEEMod estimates presented in the AQ/GHG Assessment, it is estimated that the proposed project would generate a total of approximately 1,350 MT CO_2e during the construction period. When annualized over the 30-year life of the project, annual emissions would be 44.99 MT CO_2e.

Operational Greenhouse Gas Emissions. Long-term operation of the proposed project would generate GHG emissions from area, mobile, waste, and water sources, as well as indirect emissions from sources associated with energy consumption. Mobile-source GHG emissions would include project-generated vehicle trips associated with trips to and from the project site. Area-source emissions would be associated with activities such as landscaping and maintenance on the project site and other sources. Waste-source emissions generated by the proposed project include energy generated by landfilling and other methods of disposal related to transporting and managing project-

[74] California Air Resources Board (CARB). 2022 Scoping Plan for Achieving Carbon Neutrality. December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed July 10, 2025).

[75] Southern California Association of Governments (SCAG). Final Connect SoCal 2024. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed July 10, 2025).

generated waste. In addition, water-source emissions associated with the proposed project are generated by water supply and conveyance, water treatment, water distribution, and wastewater treatment.

GHG emissions for the proposed project were estimated using CalEEMod. **Table 4.8.A** shows the estimated construction and operational GHG emissions for the proposed project. As shown in **Table 4.8.A**, mobile emissions would be the largest source of GHG emissions for the project, followed by energy emissions.

Table 4.8.A: Greenhouse Gas Emissions

Emission Source	Operational Emissions (MT/yr)				
	CO_2T	**CH_4**	**N_2O**	**R**	**Total CO_2E**
Construction (Amortized)	44.47	0.001	0.002	0.02	44.99
Mobile Source	1,051.00	0.05	0.05	1.37	1,069.00
Area Source	40.70	<0.005	<0.005	0.00	40.80
Energy Source	367.00	0.03	<0.005	0.00	369.00
Water Source	9.25	0.21	0.01	0.00	16.10
Waste Source	11.30	1.12	0.00	0.00	39.40
Refrigeration Source	0.00	0.00	0.00	0.28	0.28
Total CO_2E (all sources)	**1,579.57**				
SCAQMD Threshold	**3,000**				
Exceedance?	**No**				

Source: *Sumner Place Air Quality and Greenhouse Gas Assessment,* Table 11 (Urban Crossroads, Inc., October 2025).

CH_4 = methane
CO_2T = total carbon dioxide
CO_2E = carbon dioxide equivalent
GHG = greenhouse gas
MT/CO_2e = metric tons of carbon dioxide equivalent
MT/CO_2e = metric tons of carbon dioxide equivalent
MT/yr = metric tons per year
N_2O = nitrous oxide
R = refrigerants
SCAQMD = South Coast Air Quality Management District

As discussed above, the proposed project would have less than significant GHG emissions if it would result in operational GHG emissions of less than the SCAQMD threshold of 3,000 MT CO_2e per year. Based on the analysis results, when the amortized annual construction emissions are added to the annual operation emissions, the proposed project is anticipated to generate approximately 1,579.57 MT CO_2e per year, which is well below the SCAQMD's 3,000 MT CO_2e per year threshold. Therefore, operation of the proposed project would not generate significant GHG emissions that would have a significant effect on the environment. Impacts would be less than significant, and no mitigation is required.

b. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less Than Significant Impact. The following discussion evaluates the proposed project according to the goals of the State's 2022 Scoping Plan, Executive Order (EO) B-30-15, Senate Bill (SB) 32, Assembly Bill (AB) 197, AB 1279, and SCAG's Connect SoCal 2024 RTP/SCS. Pursuant to Section 15604.4 of the *State CEQA Guidelines,* a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts related to GHG emissions.

2022 Scoping Plan. EO B-30-15 added the immediate target of reducing GHG emissions to 40 percent below 1990 levels by 2030. SB 32 affirmed the importance of addressing climate change by codifying into statute the GHG emissions reduction target of at least 40 percent below 1990 levels by 2030 contained in EO B-30-15. CARB released the 2017 Scoping Plan to reflect the 2030 target set by EO B-30-15 and codified by SB 32.[76] SB 32 builds on AB 32 and keeps the State on its path toward achieving its 2050 objective of reducing emissions to 80 percent below 1990 levels. AB 197, the companion bill to SB 32, provides additional direction to CARB that is related to the adoption of strategies to reduce GHG emissions. Additional direction in AB 197 that is intended to provide easier public access to air emission data collected by CARB was posted in December 2016. AB 1279 codifies the State goals of achieving net carbon neutrality by 2045 and maintaining net negative GHG emissions thereafter.

The State's 2022 Scoping Plan[77] assesses progress toward the statutory 2030 target while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The 2022 Scoping Plan focuses on building clean energy production and distribution infrastructure for a carbon-neutral future, including transitioning existing energy production and transmission infrastructure to produce zero-carbon electricity and hydrogen, and utilizing biogas resulting from wildfire management or landfill and dairy operations, among other substitutes. The 2022 Scoping Plan contains a set of Local Actions (contained in Appendix D to the 2022 Scoping Plan) aimed at providing local jurisdictions with tools to reduce GHG emissions for the ultimate purpose of meeting the ambitious targets set forth in the 2022 Scoping Plan. Appendix D to the 2022 Scoping Plan includes a section on evaluating plan-level and project-level alignment with the State's Climate Goals in CEQA GHG analyses. In this section, CARB identifies several recommendations and strategies that should be considered for new development in order to determine if a project would conflict with the 2022 Scoping Plan. The 2022 Scoping Plan includes three priority areas to reduce GHG emissions that would apply to all land use development projects. More specifically, the three priority areas include: (1) Transportation Electrification, (2) VMT Reduction, and (3) Building Decarbonization. In the event that the proposed project would conflict with any of the three priority areas, it would be considered inconsistent with the 2022 Scoping Plan.

As discussed in Section 4.3, Air Quality, the project site is currently designated for Commercial Retail (CR) land uses in the City's General Plan, which the project proposes to change to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac). When compared to potential buildout of the project site with CR land uses, the proposed project would generate an estimated 6,687 fewer daily vehicle trips. Further, the proposed project would incorporate several features designed to support sustainable travel options, including proximity to transit options, bicycle parking, and pedestrian improvements. Although the proposed project does not currently propose EV infrastructure, its reduced trip

[76] California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. November.

[77] California Air Resources Board (CARB). 2022 Scoping Plan for Achieving Carbon Neutrality. December. Website: https://ww2.arb.ca.gov/sites/default/files/2023-04/2022-sp.pdf (accessed July 10, 2025).

generation and sustainable travel options directly support the goal of reducing VMT, which is the key component of this area. As such, the proposed project aligns with the Transportation Electrification priority area by minimizing transportation-related GHG emissions.

As noted in the VMT Memo prepared for the proposed project (Appendix J-2), the project meets the Low VMT Area screening criteria, which indicates that the project would not create unusual travel behavior or longer trip lengths beyond what is already reflected in the Western Riverside Council of Governments (WRCOG) VMT Screening Tool data. As a result, the proposed project is considered to have a less than significant VMT impact and aligns with the VMT Reduction priority area.

Lastly, the proposed project would comply with the latest California Energy Code and CALGreen requirements regarding energy conservation and green building standards and therefore would align with the Building Decarbonization priority area.

Based on the discussion provided above, the proposed project would comply with existing State regulations adopted to achieve the overall GHG emission reduction goals identified in the 2022 Scoping Plan, EO B-30-15, SB 32, AB 197, and AB 1279.

SCAG's Connect SoCal 2024 RTP/SCS. SCAG's Connect SoCal 2024 RTP/SCS[78] identifies land use strategies that focus on new housing and job growth in areas served by high-quality transit and other opportunity areas would be consistent with a land use development pattern that supports and complements the region's proposed transportation network. The core vision in the Connect SoCal 2024 RTP/SCS is to better manage the existing transportation system through design management strategies, integrate land use decisions and technological advancements, create complete streets that are safe for all roadway users, preserve the transportation system, expand transit, and foster development in transit-oriented communities. The 2024 Connect SoCal RTP/SCS contains transportation projects to help more efficiently distribute population, housing, and employment growth, as well as a forecasted development pattern that is generally consistent with regional-level General Plan data. The forecasted development pattern, when integrated with the financially constrained transportation investments identified in the Connect SoCal 2024 RTP/SCS, would reach the regional target of reducing GHG emissions from autos and light-duty trucks by 19 percent per capita by 2035 (compared to 2005 levels). The Connect SoCal 2024 RTP/SCS does not require that local General Plans, Specific Plans, or zoning be consistent with the Connect SoCal 2024 RTP/SCS, but it provides incentives for consistency for governments and developers.

Implementing SCAG's Connect SoCal 2024 RTP/SCS will greatly reduce the regional GHG emissions from transportation, helping to achieve statewide emissions reduction targets. As demonstrated in Section 4.3, Air Quality, the proposed project does not meet the criteria identified in *State CEQA Guidelines* Section 15205.b.2 (Projects of Statewide, Regional, or Areawide Significance) for projects of Statewide, regional, or areawide significance. The City's General Plan designates the project site for Commercial Retail land uses, which would allow for buildout of the project site with 82,111 square feet of commercial retail space consistent with the site's existing CR designation. Ultimately, the

[78] Southern California Association of Governments (SCAG). Final Connect SoCal 2024. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed July 10, 2025).

AQ/GHG Assessment found that, when compared to the existing commercial retail designation of the project site, the residential uses proposed under the project would generate an estimated 6,687 fewer vehicle trips, and consequently fewer mobile source emissions. Because mobile source emissions generally constitute the majority of emissions associated with residential and commercial projects, the AQ/GHG Assessment concluded that the proposed project would result in fewer emissions overall than buildout of the project site with commercial retail uses as currently planned in the City's General Plan. Therefore, while the proposed project would require a change to the current General Plan land use designation, the proposed project would generate substantially fewer trips and consequently fewer GHG emissions compared to the existing CR designation. As such, the proposed project would not interfere with SCAG's ability to achieve the region's GHG reduction target of 19 percent below 2005 per capita emissions levels by 2035. Therefore, it is anticipated that implementation of the proposed project would not interfere with SCAG's ability to implement the regional strategies outlined in the RTP/SCS. Impacts would be less than significant, and no mitigation is required.

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

The following analysis is based, in part, on the *Phase I and Phase II Environmental Site Assessment (ESA) Proposed Sumner Residential Development Southeast of Sumner Avenue and Schleisman Road City of Eastvale, Riverside County, California*[79] (Phase I ESA and Phase II ESA) (Appendix F) prepared by Leighton and Associates, Inc. in January 2025.

4.9.1 Impact Analysis

a. 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 Impact. The project was evaluated for short-term construction and long-term operational impacts from hazards and hazardous materials, as described below.

Exposure of the public or the environment to hazardous materials can occur through improper handling or use of hazardous materials or wastes. All hazardous materials must be disposed of in

[79] Leighton and Associates, Inc. 2025. *Phase I and Phase II Environmental Site Assessment (ESA) Proposed Sumner Residential Development Southeast of Sumner Avenue and Schleisman Road City of Eastvale, Riverside County, California.* January 3.

accordance with the federal, State, and local (Riverside County Department of Environmental Health and SCAQMD) regulations to safeguard the public from significant hazards during the disposal of hazardous materials.

Construction. Construction of the proposed project has the potential to create a hazard to the public or environment through the routine transportation, use, and disposal of construction-related hazardous materials such as fuels, paint products, soils, solvents, and other materials. These materials are typical of materials delivered to construction sites. Additionally, the United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials by truck and rail on State highways and rail lines, as described in Title 49 of the Code of Federal Regulations and implemented by Title 13 of the California Code of Regulations.

The amount of hazardous chemicals present during construction would be limited to what is required to operate construction equipment and would be handled in compliance with existing government regulations. The potential for the release of hazardous materials during project construction is low, and even if a release were to occur, it would not result in a significant hazard to the public, surrounding land uses, or the environment due to the small quantities of these materials associated with construction vehicles. In addition, the United States Department of Transportation regulates the transport of hazardous materials and waste in connection with construction of the proposed project and would require carriers to register with the Department of Toxic Substances Control (DTSC).

Operation. Operation of the townhome community is expected to utilize relatively small amounts of hazardous materials, such as chemicals associated with landscape maintenance and equipment, solvents, cleaning products, pesticides/fertilizers, and other similar chemicals. These materials would be consistent with household chemicals and solvents already in general and wide use throughout the city and in the vicinity of the project site. Any associated risk would be less than significant through compliance with existing standards and regulations. Furthermore, operation of the proposed project would not transport, generate, or dispose of large quantities of hazardous substances.

Individuals occupying the residential units are expected to use, store, and dispose of such materials in the manner prescribed by the manufacturers. Therefore, with compliance with all applicable federal, State, local, and manufacturer regulations, potential impacts to the public or environment from the routine transportation, use, and disposal of hazardous materials would be less than significant, and no mitigation is required.

b. Would the project 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 with Mitigation Incorporated. There are two primary ways that the public and/or the environment could be affected by the release of hazardous materials from the project site, including: (1) exposing workers and/or the public to potentially contaminated soil and groundwater during construction and/or operation of the project; or (2) exposing workers and/or the public to hazardous building materials (e.g., lead paint, asbestos) during demolition of existing structures.

As described above, small quantities of common hazardous materials would be used at the project site during construction and operation of the proposed project. Improper use, storage, or handling could result in the release of hazardous materials into the environment which could pose a risk to construction workers and the public. However, the proposed project would be required to comply with existing government regulations in the use and disposal of these materials, and such materials would not be used in sufficient strength or quantity to create a substantial risk to human or environmental health.

A Phase I ESA (Appendix F) was prepared for the project site in accordance with the standards and procedures outlined in the American Society for Testing and Materials E 1527-05. The Phase I ESA included a review of official government databases concerning the locations of known hazardous materials releases for the purpose of identifying any listings suggesting a potential impact on the project site due to presence or migration of hazardous substances and/or petroleum products. The report provided a search of standard environmental record sources for listings of the project site, adjoining properties (which included the entire project site) and sites within the surrounding area. In addition, the project site and the surrounding area were evaluated via the State Water Resources Control Board (SWRCB) GeoTracker database, the DTSC's EnviroStor database, and the Hazardous Waste and Substances Sites (Cortese) list for the purposes of identifying recognized environmental conditions or historical recognized environmental conditions, as discussed in greater detail under Section 4.9.1(d), below.

"Recognized environmental condition" (REC) means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de minimis are not recognized environmental conditions. "Historical Recognized environmental condition" (HREC) means an environmental condition which in the past would have been considered a recognized environmental condition, but which may or may not be considered a recognized environmental condition currently. If a past release of any hazardous substances or petroleum products has occurred in connection with the property, with such remediation accepted by the responsible regulatory agency (for example, as evidenced by the issuance of a case closed letter or equivalent), this condition shall be considered a historical recognized environmental condition.

Based on historic records, the existing structures on-site include lead-based painted exterior surfaces, which may have impacted surrounding soils, as well as asbestos-containing materials in their construction. Accordingly, **Mitigation Measure (MM) HAZ-1** through **MM HAZ-4** have been identified to ensure any lead and/or asbestos are managed in accordance with applicable regulatory requirements.

Mitigation Measures:

MM HAZ-1 **Lead Survey:** A lead-based materials (LBM) survey shall be completed prior to demolition of any structures on Assessor's Parcel Number (APN) 152-040-

001. A qualified California Department of Public Health Lead Inspector Assessor shall conduct the LBM survey. If the LBM survey reveals no detectable lead levels pursuant to Code of Federal Regulations Chapter 29, Section 1926.62 and Title 8, California Code of Regulations Section 1532.1, no further LBM survey or remedial work is required. However, if a detectable level of lead is identified within structures proposed for demolition, **Mitigation Measure HAZ-2** shall apply. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director or designee, and/or Building and Safety Division, or designee.

MM HAZ-2: **Lead Abatement:** Prior to the demolition of any structure on Assessor's Parcel Number (APN) 152-040-001 that has been identified to contain lead-based materials (LBM), the project Applicant shall retain a California Department of Public Health Lead Inspector Assessor to abate LBM from the demolition site. The Lead Inspector Assessor shall provide a construction and demolition plan with disposal tickets from a Riverside County Department of Environmental Health-approved disposal facility and South Coast Air Quality Management District air clearances prior to any lead removal activity, and a lead report shall be provided to the City prior to the issuance of a demolition permit. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director or designee, and/or Building and Safety Division, or designee.

MM HAZ-3 **Asbestos Survey:** An asbestos containing material (ACM) survey shall be completed prior to demolition of any structures on Assessor's Parcel Number (APN) 152-040-001. A Certified Asbestos Consultant shall conduct the ACM survey. If the ACM survey reveals less than one-tenth of one percent asbestos by weight pursuant to Title 8, California Code of Regulations Section 1529, no further ACM remedial work is required. However, if asbestos containing construction material is identified within structures proposed for demolition, **Mitigation Measure HAZ-4** shall apply. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director or designee, and/or Building and Safety Division, or designee.

MM HAZ-4 **Asbestos Abatement:** In the event asbestos containing material (ACM) is identified on Assessor's Parcel Number (APN) 152-040-001, the project Applicant shall retain a Certified Asbestos Consultant to provide a construction and demolition plan with disposal tickets from a Riverside County Department of Environmental Health-approved disposal facility. As required, the Certified Asbestos Consultant shall prepare and submit Asbestos Notification to the South Coast Air Quality Management District (SCAQMD) for air clearances. The Certified Asbestos Consultant shall prepare an asbestos disposal report for City review prior to final disposal. This measure shall be implemented to the satisfaction of the City of Eastvale

Community Development Director or designee, and/or Building and Safety Division, or designee.

Due to the historic use of the project site for agriculture, the site may contain a subsurface network of irrigation pipes from past agricultural activities. The irrigation pipes may underlie substantial portions of the site and be encountered during rough grading and other ground-disturbing activities. There is potential these features may contain asbestos since agriculture on the site occurred between the 1930s and early 2000s. In addition, the project site contains a subsurface septic system that was installed circa 1965; it may be encountered during rough grading and other ground-disturbing activities. The discovery of septic tanks or similar sewage disposal facilities and subsequent abandonment requires a permit from the Riverside County Department of Environmental Health pursuant to California Plumbing Code Section 722, which stipulates specific conditions for the safe removal of remnant sewage and componentry, backfilling, and inspection from the Riverside County Department of Environmental Health. Because the septic system was installed in the 1960s, there is the potential that components of the septic system may contain asbestos. Therefore, **MM HAZ-5** is prescribed to require temporarily halting excavation if subsurface irrigation pipes or other features are encountered to evaluate the composition of those features pursuant to the California Division of Occupational Safety and Health (Cal/OSHA) and Title 8, CCR Section 1529.

Mitigation Measure:

MM HAZ-5: **Subsurface Irrigation and Wastewater Systems Management:** Prior to the initiation of grading operations, the project Applicant shall submit evidence to the City that any existing subsurface irrigation and wastewater systems (if any) associated with prior on-site agricultural and/or residential uses have been located. Prior to the commencement of construction activities, evidence shall be submitted to the City of Eastvale Building and Safety Division, or designee, that any such system, including septic tanks, seepage pits, and/or leach line field shall be uncovered and abandoned in accordance with current Riverside County Department of Environmental Health standards pursuant to California Plumbing Code Section 722, which stipulates specific conditions for the safe removal of remnant sewage and componentry, backfilling, and inspection from the Riverside County Department of Environmental Health.

In the event subsurface irrigation pipes or other features suspected to contain more than one-tenth of one percent asbestos by weight are encountered during ground-disturbing activities, excavation within 60 feet of the material shall be halted, and the project Applicant shall retain a qualified California Division of Occupational Safety and Health (Cal/OSHA) Certified Site Surveillance Technician to evaluate whether the feature or material warrants further assessment or remediation pursuant to Title 8, CCR Section 1529. In the event the City, through consultation with the Cal/OSHA Certified Site Surveillance Technician, determines the material is not hazardous, no further remedial action is required, and the material shall be disposed of in accordance with the Code Enforcement Division of the Riverside County

Sheriff's Department. However, if asbestos containing construction material is identified on Assessor's Parcel Number (APN) 152-040-001, **Mitigation Measure HAZ-4** shall apply. This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director or designee, and/or Building and Safety Division, or designee.

In addition, the historical agricultural use of the project site may have resulted in the use of organochlorine pesticide (OCP) applications. To address both of these concerns, a Phase II ESA (Appendix F) was prepared in conjunction with the Phase I ESA.

In order to assess potential impacts, soil samples were collected from nine soil borings, three on the southwestern portion of the site and six on the northwestern portion of the site. While lead was identified in the soil samples, none of the detected concentrations exceeded DTSC residential screening levels. In addition, small traces of arsenic and several OCPs were identified in the soil samples, but none exceeded DTSC residential screening levels. However, three shallow soil samples identified OCP dieldrin at concentrations exceeding residential screening levels. Due to these exceedances, deeper soil samples were analyzed for OCP dieldrin, which did not exceed the residential screening limits for dieldrin in soil. Nevertheless, because the project site soils exceed dieldrin screening levels in the shallow soil around the existing residence in the northwest corner of the site, the Phase II ESA determined that the presence of dieldrin impact soil is considered a REC for the site. In order to reduce potential impacts associated with dieldrin impacted shallow soil, the proposed project would be required to implement **MM HAZ-6**, which would require compliance with the project-specific recommendations provided in the Phase I and Phase II ESA prepared for the proposed project.

Mitigation Measure:

MM HAZ-6 **Shallow Soil Testing.** Prior to the approval of any grading and/or building permits, the Applicant shall provide evidence to the City of Eastvale for review and approval that the project Applicant has retained a consultant qualified under American Society for Testing and Materials (ASTM) International Standard E1527-13 to complete further assessment of shallow soil near borings G-9, ENV4, ENV7, and ENV8 to horizontally delineate the organochlorine pesticide (OCP) impacted soil on Assessor's Parcel Number (APN) 152-040-001. The soil investigation shall meet or exceed the standards of the California Department of Food and Agriculture and comply with the Maximum Residue Limits established in 40 Code of Federal Regulations 180 for any pesticide chemicals identified on the site. If the qualified consultant determines the subject materials are not hazardous, no further remedial action is required, and the material shall be disposed of in accordance with the Code Enforcement Division of the Riverside County Sheriff's Department. Construction may not proceed until the extent and nature of the suspect material is determined by qualified personnel and in consultation with appropriate City staff.

If the qualified consultant determines the subject materials are hazardous, the removal and/or disposal of any hazardous material shall be conducted by a California Division of Occupational Safety and Health (Cal/OSHA) licensed Hazardous Materials Substances Removal contractor in accordance with all applicable local, State, and federal standards to the degree that adequate public health and safety standards are maintained, to the satisfaction of the City. If appropriate, the City may enter into a Voluntary Cleanup Plan (VCP) with the California Department of Toxic Substances Control (DTSC) to coordinate remediation of the site. If a VCP is established, the City shall enter into a memorandum of agreement with the DTSC to support and strengthen efforts to achieve protective cleanups under State oversight. The project Applicant shall pay all subsequent VCP costs, including those associated with DTSC's oversight. The VCP shall be managed by a Hazardous Substances Scientist or Hazardous Substances Engineer and shall include details about site conditions, proposed land use, and potential community concerns. In the VCP, the DTSC retains its authority to take enforcement action if, during the investigation or cleanup, it determines the site presents a serious health threat, and proper and timely action is not otherwise being taken. When remediation is complete, the DTSC shall issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. This means "The Site" is now property that is ready for productive economic use.

This measure shall be implemented to the satisfaction of the City of Eastvale Community Development Director or designee, and/or Building and Safety Division, or designee.

Only Cal/OSHA licensed Hazardous Materials Substances Removal contractors, and/or California State Registered Asbestos Abatement Contractors registered by the Division of Occupational Health and Safety in accordance with the California Administrative Code, Title 8, and Article 2.5 and the SCAQMD Asbestos Hazard Emergency Response Act pursuant to Code of Federal Regulations Chapter 40, Part 763, subpart E would transport hazardous materials off-site. Implementation of **MM HAZ-1** through **MM HAZ-6** would ensure the proposed project would not pose a significant health risk to future on-site workers or occupants. Therefore, impacts would be less than significant with mitigation incorporated.

c. 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 with Mitigation Incorporated. The nearest schools to the project site include:

- **Eastvale Elementary School**, located approximately 0.25 mile east of the project site at 13031 Orange Street in the City of Corona.
- **River Heights Intermediate School**, located approximately 0.13 mile southeast of the project site at 7227 Scholar Way in the City of Eastvale.

- **Eleanor Roosevelt High School**, located approximately 0.25 mile southeast of the project site at 7447 Scholar Way in the City of Eastvale.

As previously discussed, the project site contains one REC at the northwest corner of the site, which would require the removal of dieldrin impacted soil onsite.

Construction. Any transport of hazardous materials associated with construction of the project would be in accordance with the United States Department of Transportation, which regulates the transport of hazardous materials and waste and requires carriers to register with the DTSC. Only Cal/OSHA licensed Hazardous Materials Substances Removal contractors, and/or California State Registered Asbestos Abatement Contractors registered by the Division of Occupational Health and Safety in accordance with the California Administrative Code, Title 8, and Article 2.5 and the SCAQMD Asbestos Hazard Emergency Response Act pursuant to Code of Federal Regulations Chapter 40, Part 763, subpart E would transport hazardous materials off site, as detailed in Section 4.9.1.b above.

Operation. The residential nature of the project would result in the limited use of hazardous material such as household cleaners, lubricants, fuels, paint, and solvents. Beyond the limited residential use of these materials, development of the proposed project does not include facilities for the manufacture, transport, storage, or disposal of hazardous material; therefore, the proposed project would not generate hazardous emissions or result in the release of hazardous materials within one-quarter mile of an existing or proposed school during operation.

Typically, special consultation and notification requirements apply for projects that would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school.[80] However, those requirements do not apply to the proposed project because although the project site is within one-quarter mile of River Heights Intermediate School, Eastvale Elementary School, and Eleanor Roosevelt High School, the requirements apply only if there is a potential for significant adverse environmental impacts involving hazardous emissions or materials. The proposed project is not designed to store, handle, or manufacture substantial amounts of hazardous materials. Common hazardous materials that may be present during construction and operation would include fuel, paint products, lubricants, solvents, and cleaning products, as well as household cleaning/chemical products and compounds used in landscaping and pool maintenance present throughout the region. These materials are also commonly found on school campuses and utilized routinely at schools as part of ongoing facility maintenance operations.

The amount of potentially hazardous chemicals present on the project site would be limited and would also occur in compliance with existing government regulations, which inherently safeguard life and property on nearby school sites from the hazards of exposure arising from the storage, handling, and disposal of hazardous substances, materials, and devices, as well as hazardous conditions due to the use or occupancy of buildings. The proposed project would be similar to other residential operations throughout the region that are located close to existing or proposed school sites. Furthermore, as detailed above under Section 4.9.1 (b), the proposed project is not expected to result in a significant hazard affecting the public during project construction or operation, and implementation of **MM HAZ-1** though **MM HAZ-6** would ensure demolition and/or removal of the

[80] See California Public Resources Code § 21151.4 and 14 California Code of Regulations § 15186.

existing structures and any unanticipated encounters with potentially hazardous materials on the project site would occur in accordance with applicable regulatory policies to avoid release of hazardous materials during transport within one-quarter mile of an existing or proposed school. Impacts would be less than significant with mitigation incorporated.

d. 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 Impact. Government Code Section 65962.5 states that the California Department of Toxic Substances Control (DTSC) shall compile and maintain annually a list (Cortese List) of hazardous waste facilities subject to corrective action as part of the Health and Safety Code. Cortese List data resources include the DTSC EnviroStor database, the State Water Resources Control Board (SWRCB) GeoTracker database, and other resources identified by the California Environmental Protection Agency (CalEPA).[81]

As previously stated, the Phase I ESA evaluated the project site and a 0.5-mile radius encompassing the project site via the SWRCB's GeoTracker database,[82] the DTSC's EnviroStor database,[83] and other databases for the purposes of identifying hazardous materials sites associated with the project site. The project site is not included on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, no active EnviroStor or Geotracker hazardous sites were identified within the project vicinity. Therefore, the proposed project would have less than significant impacts with respect to being included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No mitigation is required.

e. Would the project be located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

No Impact. The closest airport to the project site, the Chino Airport, is located approximately 3 miles northwest of the project site. According to the Riverside County Airport Land Use Compatibility Plan, the project site is not located with the Chino Regional Airport Influence Area.[84] Therefore, no impact related to the project's vicinity to a public airport would occur, and no mitigation is required.

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81 California Environmental Protection Agency (CalEPA). 2024. Cortese List Data Resources. Website: https://calepa.ca.gov/sitecleanup/corteselist/ (accessed July 14, 2025).

82 State Water Resources Control Board (SWRCB). 2022. Geotracker Database. Website: https://geotracker.waterboards.ca.gov/ (accessed July 14, 2025).

83 California Department of Toxic Substances Control (DTSC). 2022. EnviroStar Database. Website: https://www.envirostor.dtsc.ca.gov/public/ (accessed July 14, 2025).

84 County of Riverside. n.d. Airport Land Use Commission. Current Compatibility Plans. Chino Regional Airport. Website: https://rcaluc.org/sites/g/files/aldnop421/files/migrated/Portals-13-PDFGeneral-plan-newplan-09--20Vol.-201-20Chino.pdf (accessed July 14, 2025).

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less Than Significant with Mitigation Incorporated. Refer to Section 4.20, Wildfire, for a detailed discussion of emergency response and evacuation procedures during construction and operation of the proposed project. The City of Eastvale Emergency Management Program leads efforts to develop and implement emergency plans, coordinate training and drills, provide resources and education, collaborate with local, state, and federal partners, and support recovery processes associated with disasters.[85]

The proposed project includes the construction of a 159-unit gated townhome community, and associated circulation and parking infrastructure. The project would be accessible via one main driveway (full access) on Sumner Avenue and a secondary driveway (full access) on Orange Street. Both driveways would also serve as fire access points in the event of an emergency and would be designed to accommodate fire trucks and apparatuses, as would the internal circulation roadway. It should be noted that the proposed gates would be electronically operated and would be equipped with Knox key switches and automatic sensors to ensure emergency and fire access. These gates would be designed to allow access to gate equipment or another method to open the gate in the event of a power failure.

The City's Emergency Operations Plan (EOP)[86] does not identify specific evacuation routes, as evacuation routes for emergency situations are generally contingent upon the scale and location of the emergency and would change depending on the direction of evacuation required by the situation. As such, it is feasible that Sumner Avenue, Schleisman Road, and/or Orange Street could be utilized as emergency evacuation routes under some emergency scenarios. As described in Section 4.17, Transportation, the proposed project would implement a Traffic Management Plan (TMP) to ensure emergency access during construction pursuant to **MM TRA-1** and would comply with all applicable emergency access road design requirements. Further, the imposition of conditions of approval on the project would ensure that all study intersections would operate at a satisfactory LOS and would not experience congestion. Further, the proposed project would be required to comply with applicable provisions of the EOP as well as the City of Eastvale Local Hazard Mitigation Plan (LHMP) related to emergency preparedness.

The proposed off-site improvements to adjacent roadways under the proposed project would improve vehicular access to the project site and would be reviewed by the Riverside County Fire Department (RCFD) to ensure that they would not interfere with potential evacuation procedures; as such, they would not result in any substantial adverse changes to the public street systems. Therefore, the proposed project would not create any significant impacts on any emergency plans in the local or regional area. Any impacts of the proposed project with respect to emergency response and evacuation plans would be less than significant with incorporation of **MM TRA-1.**

[85] City of Eastvale. n.d. Emergency Management. Website: https://www.eastvaleca.gov/government/community-development/emergency-management (accessed July 14, 2025).

[86] Ibid.

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Less Than Significant Impact. As discussed in Section 4.20, Wildfire, the project site is located in a developed urban area surrounded by residential land uses and is not located in a zone designated as Very High Fire Hazard by the California Department of Forestry and Fire Protection (CAL FIRE).[87] Due to the nature of the project vicinity, on-site and adjacent areas have minimal capability to support a wildfire. In addition, the proposed project would adhere to building codes and any conditions included through review by the Riverside County Fire Department (RCFD). In addition, the proposed project will be designed in accordance with current California Fire Code Standards, which include requirements for internal road widths, access points to the project site, and construction fire suppression techniques. Proper enforcement of these existing regulations will ensure that implementation of the proposed project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. As such, impacts would be less than significant, and no mitigation is required.

[87] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Fire Hazard Severity Zones. Website: https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=988d431a42b242b29d89597ab693d008 (accessed July 14, 2025).

4.10 HYDROLOGY AND WATER QUALITY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. 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:				
i. Result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii. 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; or	☐	☐	☒	☐
iv. Impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

The information presented in this section is derived from the *Preliminary Project Specific Water Quality Management Plan, Sumner Place Apartment Homes* (Preliminary WQMP)[88] and the *Preliminary Hydrology Study*, *7080 Sumner Avenue City of Eastvale, County of Riverside* (Preliminary Hydrology Study)[89] prepared for the proposed project by C&V Consulting, Inc., in July 2025. The Preliminary WQMP and Preliminary Hydrology Study are provided as Appendices G-1 and G-2, respectively, to this IS/MND.

4.10.1 Impact Analysis

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

Less Than Significant Impact. The project was evaluated for short-term construction and long-term operational impacts from hydrology and water quality, as described below.

88 C & V Consulting, Inc. *Project Specific Water Quality Management Plan, Sumner Place Apartment Homes.* January 17, 2025.

89 C & V Consulting, Inc. *Preliminary Hydrology Study, TTM No. 38031, 7080 Sumner Avenue, City of Eastvale, County of Riverside*. January 2025, Revised July 2025.

The California State Water Resources Control Board (SWRCB) and nine Regional Water Quality Control Boards (RWQCBs) regulate the quality of surface water and groundwater bodies throughout California. In the City of Eastvale, the Santa Ana RWQCB is responsible for implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses and water quality objectives for waterways and water bodies within the region. Section 303(d) of the federal Clean Water Act requires that states identify water bodies, including bays, rivers, streams, creeks, and coastal areas, which do not meet water quality standards and the pollutants that are causing the impairment. Total Maximum Daily Loads (TMDLs) describe the maximum amount of a pollutant that a water body can receive while still meeting established water quality standards. A TMDL establishes limits for pollutant discharges into impaired water bodies.

Under existing conditions, the 7.54-acre project site consists of both pervious and impervious surfaces. Impervious surfaces on the project site include two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure. Pervious surfaces on the project site include undeveloped areas containing non-native weedy/successional vegetation and areas of ornamental landscaping associated with the existing residences.

The project site is characterized by generally level topography and drains gently to the south. Under existing conditions, the project site consists of one drainage management area (DMA), and stormwater from the project site either infiltrates through exposed soils or sheet flows to the concrete V-ditch channel located along the southern project site border on Orange Street. This channel terminates at a storm drain inlet near the southwest corner of the project site, near the intersection of Orange Street and Sumner Avenue. Stormwater flows through the inlet into a 36-inch reinforced concrete pipe (RCP) storm drain that conveys flows to Reach 3 of the Santa Ana River, which ultimately discharges to the Prado Basin Management Zone (Prado Reservoir).[90] The SWRCB Surface Water Quality Assessment 2024 Integrated Report for Clean Water Act Sections 303(d) and 305(b) (Integrated Report) identifies Santa Ana River Reach 3 as an impaired water body for indicator bacteria, toxicity, pesticides (bifenthrin and pyrethroids), and metals (copper and lead).[91] A TMDL has been adopted for indicator bacteria, which would be applicable to the proposed project. The Integrated Report also identifies the Prado Basin Management Zone as an impaired water body for pH.

Runoff water quality is regulated by the NPDES Program (established through the federal Clean Water Act). The NPDES Program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the Santa Ana RWQCB.

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90 C&V Consulting, Inc. 2025. *Preliminary Project Specific Water Quality Management Plan, Sumner Place Apartment Homes* (Preliminary WQMP) (Appendix G-1). Originally prepared January 17, 2025, Revised July 16, 2025.

91 State Water Resources Control Board (SWRCB). 2024. 2024 California Integrated Report (Clean Water Act Section 303(d) List and 305(b) Report). Website: https://www.waterboards.ca.gov/water_issues/programs/tmdl/2023_2024state_ir_reports/apx-a-2024-303d-list-final.xlsx (accessed August 11, 2025).

Construction activities are subject to the SWRCB's *NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities*, *Order No. 2022-0057-DWQ, NPDES No. CAS000002* (Construction General Permit).[92] Any construction activity, including grading, that would result in the disturbance of 1 acre or more would require compliance with SWRCB's Construction General Permit, which requires preparation of a Storm Water Pollution Prevention Plan (SWPPP) and implementation of Construction Best Management Practices (BMPs) during construction activities. Construction BMPs would include, but not be limited to, Erosion Control and Sediment Control BMPs designed to minimize erosion and retain sediment on site, and Good Housekeeping BMPs to prevent spills, leaks, and discharge of construction debris and waste into receiving waters. Construction of the proposed project is anticipated to disturb the entire 7.54-acre project site. Because construction of the proposed project would disturb greater than 1 acre of soil, the project would be subject to the requirements of the Construction General Permit.

The City of Eastvale is a co-permittee under the Santa Ana RWQCB National Pollution Discharge Elimination System (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 Area-Wide Urban Runoff Management Program*, Order No. R8-2010-0033, NPDES Permit No. CAS618033 as amended by Order No. R8-2013-0024 (Riverside County Municipal Separate Storm Sewer System [MS4] Permit).[93] The Riverside County MS4 Permit prohibits discharges, sets limits on pollutants being discharged into receiving waters, and requires implementation of technology-based standards. The Riverside County MS4 Permit also requires the preparation of project-specific Water Quality Management Plans (WQMPs) for new development and significant redevelopment projects. WQMPs specify the Site Design, Source Control, Low Impact Development (LID), and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff. Site Design BMPs are storm water management strategies that emphasize conservation and use of existing site features to reduce the amount of runoff and pollutant loading generated from a site. Source Control BMPs are preventative measures that are implemented to prevent the introduction of pollutants into storm water. LID BMPs mimic a project site's natural hydrology by using design measures that capture, filter, store, evaporate, detain, and infiltrate runoff rather than allowing runoff to flow directly to piped or impervious storm drains. Treatment Control BMPs are structural BMPs designed to treat and reduce pollutants in storm water runoff prior to releasing it to receiving waters. Section 14.12.090 of the City's Municipal Code prohibits discharges in violation of the Riverside County MS4 Permit, Construction General Permit, or any other NPDES permit for construction or operational activity.

Construction. Construction of the proposed project would include demolition, site preparation, grading, trenching, building construction, paving, and architectural coating activities. Pollutants of

[92] State Water Resources Control Board (SWRCB). 2022. National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002. September 8. Effective September 1, 2023.

[93] Santa Ana Regional Water Quality Control Board (RWQCB). 2013. National Pollutant Discharge Elimination System (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, Order No. R8-2010-0033, NPDES No. CAS 618033 as amended by Order No. R8-2013-0024. June 7.

concern during construction include sediment, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals. Each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. During construction activities, excavated soil would be exposed, and there would be an increased potential for soil erosion and sedimentation compared to existing conditions. In addition, chemicals, liquid products, petroleum products (such as paints, solvents, and fuels), and concrete-related waste may be spilled or leaked during construction. Any of these pollutants have the potential to be transported via stormwater runoff into receiving waters, which consist of Santa Ana River Reach 3 followed by the Prado Basin Management Zone (Prado Reservoir).

As previously stated, construction of the proposed project is anticipated to disturb the entire 7.54-acre project site. Because construction of the proposed project would disturb greater than 1 acre of soil, the project would be subject to the requirements of the Construction General Permit, as specified in **Regulatory Compliance Measure (RCM) HYD-1**, and Section 14.12.090 of City's Municipal Code. As stated in **RCM HYD-1,** the Construction Contractor would be required to prepare a SWPPP and implement Construction BMPs detailed in the SWPPP during construction activities. Construction BMPs would include, but not be limited to, erosion and sediment control (designed to minimize erosion and retain sediment on site), and good housekeeping practices to prevent spills, leaks, and discharge of construction debris and waste into receiving waters.

As discussed in Section 4.9, Hazards and Hazardous Materials, the transport, use, and disposal of construction materials would be required to adhere to applicable State and local standards and regulations for handling, storage, and disposal of hazardous substances to minimize the potential for accidental release of pollutants during project construction. Compliance with such measures would prevent such substances from entering downstream water bodies via stormwater runoff and adversely affecting existing water quality.

According to the Geotechnical Investigation prepared for the proposed project (Appendix E), groundwater was encountered at a depth of approximately 50 feet below ground surface (bgs) within two borings on the project site. While an unpublished map prepared by the County of Riverside indicates that the historically shallowest groundwater level at the site is estimated to have been on the order of 8 feet, the Chino Basin Watermaster controls the elevation of groundwater in the Chino Groundwater Basin through a series of desalter wells, which draw water to control groundwater fluctuations in the Chino Groundwater Basin. With such monitoring and control, shallow groundwater levels at the project site in the future are unlikely. Therefore, it is unlikely excavation activities would have the potential to encounter groundwater, and groundwater dewatering is not anticipated to be required during construction activities.

Infiltration of stormwater during construction can have the potential to affect groundwater quality in areas of shallow groundwater. As discussed above, the groundwater table is located approximately 50 feet bgs or lower. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more potential for absorption and, as a result, less potential for pollutants to reach groundwater. Based on the depth to groundwater, it is not expected that any stormwater that may infiltrate during construction would affect groundwater quality because there is not a direct path for pollutants to reach the groundwater table. Therefore, construction of the proposed project would not substantially degrade groundwater quality.

With adherence to Section 14.12.090 of the City's Municipal Code and **RCM HYD-1**, both of which require adherence to the NPDES Construction General Permit, construction of the proposed project would not interfere with surface water quality standards, waste discharge requirements, and surface or groundwater water quality.

Operation. The proposed project consists of a 22-building, 159-unit condominium community, as well as various community spaces and amenities including a swimming pool, fitness center, and playground. During operation, anticipated pollutants of concern associated with the proposed project include pathogens (bacterial/viral), nutrients (phosphorous and nitrogen), sediment, metals, oil and grease, trash/debris, pesticides/herbicides, organic compounds, and oxygen demanding compounds.

As previously discussed, the City is a co-permittee under the Santa Ana RWQCB's Riverside County MS4 Permit, which requires the preparation of project-specific WQMPs for new development and significant redevelopment projects. Because the project proposes new development, the Applicant would be required to prepare a Final WQMP, as required by the Riverside County MS4 Permit and as specified in **RCM HYD-2**. The Final WQMP would specify the Site Design, Source Control, LID, and Treatment Control BMPs that would be implemented to capture, treat, and reduce pollutants of concern in storm water runoff.

A Preliminary WQMP[94] has been prepared for the project, which details the following operational BMPs that would be implemented to reduce impacts to water quality from operation of the proposed project:

1. **Site Design BMPs** include a proposed underground retention pipe trench and infiltration drywell system; minimizing impervious surface areas; maximizing natural infiltration capacity; preserving existing on-site drainage patterns; and disconnecting impervious surface areas (e.g. stormwater runoff on roofs would be directed to landscaped areas).

2. **Non-Structural Source Control BMPs** include maintenance and periodically repainting or replacement of inlet markings; providing stormwater pollution prevention information to new site owners, lessees, or operators; minimal pesticide use in landscaping maintenance; adhering to applicable pool maintenance guidelines; regular trash receptable inspection/maintenance; keeping trash receptacles covered; keeping spill control materials on-site; sweep hardscape regularly to prevent accumulation of litter and debris; and collection of waters containing cleaning agents to sewer facilities rather than storm drain facilities.

3. **Structural Source Control BMPs** include marking all inlets with the words "Only Rain Down the Storm Drain" or similar; preservation of existing vegetation to maximize ground cover; landscaping design to minimize irrigation and runoff, promote infiltration, and minimize fertilizer/pesticide use; selection of native and pest-resistant plants; pest-resistant plants;

[94] C&V Consulting, Inc. 2025. *Preliminary Project Specific Water Quality Management Plan, Sumner Place Apartment Homes* (Preliminary WQMP) (Appendix G-1). Originally prepared January 17, 2025, Revised July 16, 2025.

covering of trash enclosures; and marking all trash enclosures with the words "Do Not Dump Hazardous Materials Here" or similar.

4. **LID BMPs** include the development of open space/landscape/planter areas and surface/roof drains discharging runoff towards landscaped areas, indirectly connecting impervious areas before runoff reaches the onsite storm drain.

With implementation of the proposed project, the project site would consist of one DMA (DMA A) with three subareas (DA-A1, DA-A2, DA-A3). Each subarea would have its own dedicated inlets, which would convey stormwater through a storm drain system connecting each subarea to a proposed underground retention trench system with drywells designed for infiltration.

Stormwater runoff from impervious areas (e.g., concrete, asphalt, and roofs) within DMA A would be directed to proposed inlet locations leading to the proposed trench system. The proposed drywells would be appropriately sized to retain the project's design capture volume (DCV) of 18,928 cubic feet. The DCV is the volume of stormwater runoff that must be captured and treated by stormwater BMPs. In the event that stormwater generated onsite exceeds the capacity of this trench system, stormwater would flow to the existing V-ditch along the project site's southern boundary and would ultimately drain to the existing inlet near the southwestern corner of the project site, similar to existing conditions.

As previously stated with respect to project construction, infiltration of stormwater could have the potential to affect groundwater quality. As discussed above, the proposed project includes site design, source control, and LID BMPs, including catch basins, retention trenches, and infiltration drywells to reduce pollutants of concern in stormwater. Furthermore, when storm water is infiltrated, soil and plants absorb and filter pollutants and reduce the potential for pollutants of concern to reach groundwater. As specified in **RCM HYD-2**, a Final WQMP would be prepared in compliance with the Riverside County MS4 Permit prior to or during final design, which would ensure that the proposed project design would adequately target pollutants of concern in stormwater runoff before infiltrating into the soil.

With adherence to **RCM HYD-2**, which requires adherence to the Riverside County MS4 Permit, including preparation of a Final WQMP to address pollutants of concern in storm water runoff, potential impacts associated with the violation of water quality standards or waste discharge requirements during operation of the proposed project would be less than significant, and no mitigation is required.

Overall, with adherence to **RCMs HYD-1 and HYD-2** and Section 14.12.090 of the City's Municipal Code, the proposed project would not violate any water quality standards or waste discharge requirements, or otherwise substantially degrade surface or groundwater quality, during construction or operation. Impacts would be less than significant, and no mitigation is required.

Regulatory Compliance Measures:

RCM HYD-1 **Construction General Permit.** Prior to issuance of a grading permit, the Applicant shall obtain coverage under the State Water Resources Control

Board (SWRCB) National Pollutant Discharge Elimination System (NPDES) *Permit and Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction and Land Disturbance Activities, Order No. 2022-0057-DWQ, NPDES No. CAS000002* (Construction General Permit). This shall include submission of Permit Registration Documents (PRDs), including a Notice of Intent for coverage under the permit to the SWRCB via the Stormwater Multiple Application and Report Tracking System (SMARTS). The Applicant shall provide the Waste Discharge Identification Number (WDID) to the Director of the City of Eastvale Public Works Department, Engineering Division, or designee, to demonstrate proof of coverage under the Construction General Permit. Project construction shall not be initiated until a WDID is received from the SWRCB and is provided to the City, or designee. A Stormwater Pollution Prevention Plan (SWPPP) shall be prepared and implemented for the proposed project in compliance with the requirements of the Construction General Permit. The SWPPP shall identify Construction Best Management Practices (BMPs) to be implemented to ensure that the potential for soil erosion and sedimentation is minimized and to control the discharge of pollutants in storm water runoff as a result of construction activities. Upon completion of construction and stabilization of the site, a Notice of Termination shall be submitted via SMARTS.

RCM HYD-2 **Riverside County MS4 Permit.** Prior to issuance of a grading permit, the Applicant shall submit a Final Water Quality Management Plan (WQMP) to the Director of the City of Eastvale Community Development Department for review and approval in compliance with the requirements of the Santa Ana Regional Water Quality Control Board's (RWQCB) National Pollution Discharge Elimination System (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 Area-Wide Urban Runoff Management Program*, Order No. R8-2010-0033, NPDES Permit No. CAS618033 as amended by Order No. R8-2013-0024 (Riverside County Municipal Separate Storm Sewer System [MS4] Permit). The Final WQMP shall specify the Best Management Practices (BMPs) to be incorporated into the project design to target pollutants of concern in storm water runoff from the project site and the necessary operation and maintenance activity for each BMP. The City shall ensure that the BMPs specified in the Final WQMP are incorporated into the final Project design. The proposed BMPs specified in the Final WQMP shall be incorporated into the grading and development plans submitted to the City for review and approval. Project occupancy and operation shall be in accordance with the schedule outlined in the WQMP.

b. 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 Impact. Refer to Section 4.19, Utilities and Service Systems, of this IS/MND for a detailed discussion of water demand generated under construction and operation of the proposed project. As discussed in Section 4.19, water is supplied to the City and the project site by Jurupa Community Services District (JCSD). JCSD's potable water supply consists primarily of groundwater from the Chino Groundwater Basin, which lies directly beneath the JCSD service area. The Chino Groundwater Basin spans approximately 230 square miles and contains an estimated 12 million acre-feet of water.[95]

Groundwater within the Chino Groundwater Basin is managed by the court-appointed Chino Basin Watermaster. Because the Chino Groundwater Basin is adjudicated,[96] a groundwater sustainability plan prepared by a groundwater sustainability agency pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA) is not required. However, the Watermaster has established a safe yield[97] for the Chino Groundwater Basin, to which JCSD and other water providers must adhere. In the event of a water shortage, JCSD may pay a fee in order to exceed, if necessary, JCSD's allocated share of the safe yield. Prior to 2011, groundwater in the Chino Groundwater Basin was replenished using State Water Project water provided by the Metropolitan Water District of Southern California. Since 2011, groundwater recharge in the Chino Groundwater Basin occurs through stormwater recharge and recycled water from wastewater treatment plants.[98] As of 2019, the Chino Groundwater Basin was confirmed to have sufficient recharge capacity to meet expected future replenishment obligations through the year 2050.[99] The Watermaster files an annual report to the court that addresses pumping and replenishment. Further, the Watermaster files an annual report to California Department of Water Resources (DWR), pursuant to the SGMA, as required of adjudicated basins.

Construction. As previously stated, borings presented in the Geotechnical Investigation prepared for the proposed project (Appendix E), encountered groundwater at a depth of approximately 50 feet bgs. While an unpublished map prepared by the County of Riverside indicates that the historically shallowest groundwater level at the site could have reached a depth of 8 feet bgs, the Chino Basin uses desalter wells to control the groundwater fluctuations in the Chino Groundwater Basin. With such monitoring and control, shallow groundwater levels at the project site in the future are unlikely.

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95 Jurupa Community Services District (JCSD). 2021. 2020 Urban Water Management Plan. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

96 Adjudication of water rights is the act of legally assigning water rights to specific water providers, including the establishment of usage allocations and other regulations.

97 According to the Jurupa Community Services District, a Safe Yield can be defined as, "The long-term average annual quantity of groundwater (excluding replenishment or stored water but including return flow to the Basin from use of replenishment or stored water), which can be produced from the basin under cultural conditions of a particular year without causing an undesirable result."

98 Jurupa Community Services District. 2021. *2020 Urban Water Management Plan*. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

99 Ibid.

Therefore, groundwater dewatering is not anticipated to be required during construction activities and would not have the potential to substantially decrease groundwater supplies such that the project may impede sustainable groundwater management or recharge of the Chino Groundwater Basin.

Soil infiltration testing completed as part of the Geotechnical Investigation concluded that infiltration rates on the project site under existing conditions are highly variable based on factors such as soil type and depth. Therefore, construction of the proposed project would not interfere with groundwater recharge as infiltration is inconsistent under existing conditions.

Construction impacts associated with substantial decrease in groundwater supplies or interference with groundwater recharge would be less than significant, and no mitigation is required.

Operation. As previously stated, the project site consists of approximately 80 percent pervious surface area and approximately 20 percent impervious surface area under existing conditions. The proposed project would increase impervious surface coverage of the project site compared to existing conditions due to the construction of the proposed buildings and hardscaped areas. Specifically, the proposed project would include approximately 262,667 square feet of new impervious surface area within the project site and would increase the proportion of impervious surface area on the project site from 20 percent to 80 percent. This increase in impervious surface area could affect the ability of stormwater generated on the project site to infiltrate and subsequently contribute to groundwater recharge. However, as previously stated, infiltration testing results provided in the Geotechnical Investigation indicated that infiltration rates vary throughout the project site. Therefore, infiltration and groundwater recharge occur at inconsistent rates throughout the project site. Further, the proposed project design includes an underground retention trench system including drywells designed for infiltration, which would allow for groundwater recharge to a similar extent as under existing conditions.

Operations of the proposed project would not directly require groundwater extraction. The proposed project's operational water demand would be supplied by JCSD, which uses the Chino Groundwater Basin as a primary water supply source. Water usage within the project site would be typical of residential land uses. As discussed in Section 4.19, Utilities and Service Systems, of this IS/MND, JCSD's projected water supply is able to meet projected water demands for the years 2025 through 2045 during normal years, single dry years, and multiple dry years. Total water demand generated by operations of the proposed project would be minimal in comparison to existing and projected JCSD water supply and demand. Therefore, operational impacts related to a decrease in groundwater supplies or interference with groundwater recharge in a manner that may impede sustainable groundwater management would be less than significant, and no mitigation is required.

Overall, implementation of the proposed project would not deplete groundwater supplies or interfere with groundwater recharge during construction or operation such that the proposed project may impede sustainable groundwater management. Impacts associated with groundwater supply and recharge would be less than significant, and no mitigation is required.

c. 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:

i. Result in substantial erosion or siltation on- or off-site;

Less Than Significant Impact. Under existing conditions, stormwater generated on the project site sheet flows to the concrete V-ditch channel located along the southern project site border on Orange Street. This channel terminates at a storm drain inlet near the southwest corner of the project site, near the intersection of Orange Street and Sumner Avenue. Stormwater then flows through the inlet and into a 36-inch RCP storm drain and is ultimately discharged to the Prado Basin Management Zone (Prado Reservoir) via Reach 3 of the Santa Ana River. Under proposed conditions, stormwater generated on the project site would be directed to inlet locations throughout the project site leading to the proposed trench system. In the event that stormwater generated onsite exceeds the capacity of this trench system, stormwater would flow to the existing V-ditch along the project site's southern boundary and would ultimately drain to the existing inlet near the southwestern corner of the project site, similar to existing conditions.

***Construction*.** With the exception of two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure, the project site is pervious under existing conditions. During grading and construction activities, soil would be exposed and disturbed, drainage patterns would be temporarily altered, and there would be an increased potential for soil erosion and siltation compared to existing conditions. Additionally, during a storm event, soil erosion and siltation could occur at an accelerated rate. As required under Section 14.12.090 of the City's Municipal Code and as specified in **RCM HYD-1**, the Applicant would be required to obtain coverage under the Construction General Permit, which requires preparation of a SWPPP. The SWPPP would detail Erosion Control and Sediment Control BMPs to be implemented during construction to minimize erosion and retain sediment on site. Compliance with the requirements of the Construction General Permit and implementation of the Construction BMPs would ensure that construction impacts related to on- and off-site erosion or siltation would be less than significant, and mitigation is not required.

***Operation*.** Implementation of the proposed project would result in approximately 80 percent coverage of the project site with impervious surfaces, representing an increase from 20 percent coverage under existing conditions. Such an increase in impervious surface area may increase the rate and volume of runoff during a storm, which could in turn, more readily transport sediments to receiving waters. Pervious surfaces on the project site would be landscaped with vegetation that would stabilize the soil and promote infiltration, thereby minimizing on-site erosion and siltation associated with exposed soils.

Furthermore, the proposed project would be required to adhere to **RCM HYD-2**, which requires the preparation of a Final WQMP in compliance with the Riverside County MS4 permit and the implementation of Site Design, Source Control, and LID BMPs that minimize stormwater runoff thereby minimizing on-site erosion and siltation. With implementation of the proposed BMPs, the proposed project is expected to generally maintain the existing drainage pattern. Upon development of the project site, stormwater generated on site would be captured by a number of inlets spread

throughout the site and routed into to the underground retention trench system with drywells designed for infiltration. This system has been designed to provide a storage volume in compliance with the Riverside County MS4 Permit and that exceeds the required DCV required by over 10,000 cubic feet. Therefore, the rate and volume of stormwater runoff in the post- project condition would not exceed the pre-project condition.

With adherence to **RCM HYD-2**, operational impacts related to on-site or off-site erosion or siltation would be less than significant, and no mitigation is required.

ii. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;

Or

iv. Impede or redirect flood flows?

Less Than Significant Impact. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06065C0679H (effective September 12, 2024), the project site is classified as Zone X, Area with Minimal Flood Hazard.[100] Zone X areas are defined by FEMA as areas of minimal flood hazard, which are the areas outside of the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood.

***Construction*.** As previously discussed, construction of the proposed project would comply with the requirements of the Construction General Permit (**RCM HYD-1**) and Section 14.12.090 of the City's Municipal Code, which require preparation of a SWPPP that would specify Construction BMPs to control and direct on-site surface runoff to ensure that project construction does not increase the rate or amount of surface runoff or impede or redirect flood flows in manner that would result in on-site or off-site flooding. Because the project site is not identified as facing flooding risks, and with implementation of a SWPPP and associated Construction BMPs, construction impacts related to a substantial increase in the rate or amount of surface runoff or impeding or redirecting flood would be less than significant, and no mitigation is required.

Operation. As previously stated, development of the proposed project would result in approximately 262,667 square feet of new impervious surface area within the project site and would increase the proportion of impervious to pervious surface area on the project site from 20 percent to 80 percent. This increase would increase stormwater runoff volumes from existing conditions and could potentially result in flooding. However, the proposed underground retention trench system with drywells designed for infiltration has been designed to provide a storage volume in compliance with the Riverside County MS4 Permit and that exceeds the required DCV required by over 10,000 cubic feet so that neither onsite nor offsite flooding would occur. Further, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map No. 06065C0679H (effective September 12, 2024), the project site is not within an area susceptible to flooding and therefore would

[100] Federal Emergency Management Agency (FEMA). 2024. National Flood Insurance Program Flood Insurance Rate Map. September 12. Website: https://msc.fema.gov/portal/search?AddressQuery=7080%20sumner%20avenue%20eastvale%20ca (accessed July 18, 2025).

not impede or redirect flood flows. Compliance with the Riverside County MS4 Permit as required by Section 14.12.090 of the City's Municipal Code and **RCM HYD-2** would ensure that operational activities associated with the proposed project would not result in a substantial increase in the rate or amount of surface runoff or impede or redirect flood flows in a manner that would result in on- or off-site flooding, and impacts would be less than significant. No mitigation is required.

Overall, with adherence to Section 14.12.090 of the City's Municipal Code and **RCMs HYD-1 and HYD-2**, the proposed project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site or significantly impede or redirect flood flows.

iii. 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?

Less Than Significant Impact.

Construction. As previously stated, pollutants of concern during construction include sediments, trash, petroleum products, concrete waste (dry and wet), sanitary waste, and chemicals, and each of these pollutants on its own or in combination with other pollutants can have a detrimental effect on water quality. Drainage patterns would be temporarily altered during grading and other construction activities, and construction-related pollutants could be spilled, leaked, or transported via storm runoff into adjacent drainages and downstream receiving waters. However, as previously discussed, construction of the proposed project would comply with the requirements of the Construction General Permit (**RCM HYD-1**), which require preparation of a SWPPP that would specify Construction BMPs to control and direct on-site surface runoff to ensure that storm water runoff from the construction site does not exceed the capacity of the stormwater drainage system and does not discharge polluted runoff during construction activities. With adherence to **RCM HYD-1**, construction impacts related to exceeding the capacity of the storm water drainage system or additional polluted runoff would be less than significant, and no mitigation is required.

Operation. As previously stated, expected pollutants of concern from long-term project operations include suspended solids/sediments, nutrients, heavy metals, pathogens (bacteria/virus), pesticides, oil and grease, and trash and debris. Under existing conditions, the project site is undeveloped and stormwater generated on the project site either infiltrates at the project site or sheet flows south to the concrete V-ditch channel located along the southern project site border on Orange Street, which then drains to an existing storm drain inlet near the southwest corner of the project site, near the intersection of Orange Street and Sumner Avenue.

The proposed project would increase the impervious surface area compared to existing conditions, which would increase the volume and rate of stormwater runoff. However, as previously discussed, the proposed project would capture and retain the required DCV for the project site and allow stormwater to gradually infiltrate via drywells. Therefore, stormwater runoff would not exceed the capacity of the existing stormwater system pursuant to the requirements of the Riverside County MS4 Permit. Additionally, the proposed project would implement Operational BMPs to reduce pollutants of concern in stormwater runoff in compliance with the Riverside County MS4 permit, as required by **RCM HYD-2** and by Section 14.12.090 of the City's Municipal Code. With adherence to **RCM HYD-2**, operational impacts related to the creation or contribution of storm water runoff that would exceed

the capacity of existing or planned storm water drainage systems and/or contribute substantial additional sources of polluted runoff would be less than significant, and no mitigation is required.

Overall, with adherence to Section 14.12.090 of the City's Municipal Code and **RCMs HYD-1 and HYD-2**, the proposed project would not create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant, and no mitigation is required.

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

Less Than Significant Impact. As stated in Section 4.10.1(c) above, the project site is classified by FEMA as Zone X, Area with Minimal Flood Hazard, meaning it is outside the Special Flood Hazard Area and higher than the elevation of the 0.2 percent annual chance flood. Further, the city and project site are not located downstream of an existing dam and therefore are not susceptible to risk of inundation from dam failure. As such, there is no risk of a release of pollutants from the project site due to inundation from a flood.

Tsunamis are ocean waves generated by tectonic displacement of the seafloor associated with shallow earthquakes, seafloor landslides, rock falls, exploding volcanic islands, and other disturbances. Upon reaching shallow coastal waters, the waves can reach up to 50 feet in height, causing great devastation to near-shore structures. The project site is not located within a coastal area and is located approximately 30 miles inland from the nearest portion of the Pacific Ocean coastline. Therefore, the project site is not subject to inundation from tsunamis, and there is no risk of release of pollutants due to inundation from tsunami.

Seiching occurs when seismic ground shaking induces standing waves (seiches) inside water retention facilities (e.g., reservoirs and lakes). Such waves can cause retention structures to fail and flood downstream properties. There are no large, enclosed bodies of water in the vicinity of the project site; therefore, the project site is not subject to inundation from seiche waves, and there is no risk of release of pollutants due to inundation from seiche.

Based on the information presented above, the project site is not at risk of pollutant release associated with inundation from a flood, tsunami, or seiche. Impacts would be less than significant, and no mitigation is required.

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The project site is within the jurisdiction of the Santa Ana RWQCB. The Santa Ana RWQCB adopted a Water Quality Control Plan (i.e., Basin Plan) in January 1995, which was updated in June 2019. The Basin Plan designates beneficial uses for all surface and groundwater within its jurisdiction and establishes the water quality objectives and standards necessary to protect those beneficial uses. As required under Section 14.12.090 of the City's Municipal Code, the proposed project would comply with the Construction General Permit and the Riverside County MS4 Permit, which require the preparation of an SWPPP, preparation of a Final WQMP, and implementation of

construction and operational BMPs to reduce pollutants of concern in stormwater runoff. Therefore, the proposed project would not result in water quality impacts that would conflict with the Basin Plan. Impacts related to a conflict with the Basin Plan would be less than significant, and mitigation is not required.

As previously discussed, the SGMA was enacted in September 2014. The SGMA requires governments and water agencies of high- and medium-priority basins to halt overdraft of groundwater basins. The SGMA requires the formation of local Groundwater Sustainability Agencies, which are required to adopt Groundwater Sustainability Plans (GSPs) to manage the sustainability of the groundwater basins. The project site is located within the Chino Groundwater Basin. As previously stated, because the Chino Groundwater Basin is adjudicated, a groundwater sustainability plan prepared by a groundwater sustainability agency is not required under SGMA. However, the Watermaster has established a safe yield[101] for the Chino Groundwater Basin, to which JCSD and other water providers must adhere. Further, the Watermaster is required to file an annual report to the court that addresses pumping and replenishment. The Watermaster also files an annual report to the DWR pursuant to SGMA requirements for adjudicated basins. The proposed project would not interfere with the ability of the Chino Groundwater Basin to maintain a safe yield and therefore would not result in adverse effects on the Watermaster's annual reporting process as required under SGMA.

Due to the anticipated depth to groundwater based upon borings conducted during preparation of the Geotechnical Investigation, it is not expected that any stormwater that may infiltrate during project construction or operation would affect groundwater quality because the groundwater table is deep, and pollutants would be filtered prior to reaching groundwater. Pollutants in stormwater are generally removed by soil through absorption as water infiltrates. Therefore, in areas of deep groundwater, there is more absorption potential and, as a result, less potential for pollutants to reach groundwater. Furthermore, given the anticipated depth to groundwater, there is not a direct path for pollutants to reach groundwater.

Although the proposed project would increase on-site impervious surface area to approximately 80 percent of the project site, which would decrease on-site infiltration, the proposed project includes an underground retention trench system with drywells designed to infiltrate stormwater that is conveyed through the system. Therefore, the proposed project would not substantially decrease on-site infiltration and/or groundwater recharge when compared to existing conditions. Therefore, the proposed project would not conflict with or obstruct the implementation of a sustainable groundwater management plan, and impacts would be less than significant. Mitigation is not required.

[101] According to the Jurupa Community Services District, a Safe Yield can be defined as, "The long-term average annual quantity of groundwater (excluding replenishment or stored water but including return flow to the Basin from use of replenishment or stored water), which can be produced from the basin under cultural conditions of a particular year without causing an undesirable result."

4.11 LAND USE AND PLANNING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. 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?	☐	☐	☒	☐

4.11.1 Impact Analysis

a. Would the project physically divide an established community?

No Impact. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community, or between a community and outlying areas.

The project site is located on the southeast corner of the intersection of Sumner Avenue and Schleisman Road in the City of Eastvale and consists of a largely undeveloped lot near the center of the city in an area generally characterized by residential land uses. The project site is bordered by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south. General Plan land use designations are Single-Family – Low (SF-L) in all directions from the project site. Surrounding zoning designations include One-Family Dwellings (R-1) to the north, east, and south, and the Eastvale Specific Plan (Specific Plan No. 300) to the west.

According to the *Eastvale General Plan 2040* (General Plan),[102] the project site is currently designated for Commercial Retail (CR) land uses. In addition, the City's Zoning Code[103] designates the project site as Heavy Agriculture (A-2-5). However, the proposed project would require a General Plan Amendment and Zoning Code Amendment to make the land use designation and zoning classification associated with the project site consistent with the proposed use. Specifically, the proposed amendments would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 dwelling units per acre [du/ac]) and the site's zoning classification from Heavy Agriculture to General Residential (R-3).

In its existing condition, two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously

[102] City of Eastvale. 2024. *Eastvale General Plan 2040*. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed June 11, 2025).

[103] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO (accessed June 11, 2025).

demolished structure are present on the site. Redevelopment of the project site would represent a general continuation of the residential uses found adjacent to the project site and would be consistent with the type and intensity of development in the area. The proposed project would not include any physical features with the potential to create a physical barrier between surrounding communities. Further, as discussed in Section 4.17, Transportation, the pedestrian improvements proposed under the project would help fill in gaps in the city's sidewalk network and would facilitate pedestrian access between these communities. As a result, the proposed project would have no impacts related to physically dividing an established community, and no mitigation is required.

b. Would the project 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?

Less Than Significant Impact. The following discusses program and policy conflicts that could result in potential physical impacts to the environment. A comprehensive evaluation of project consistency with applicable plans and policies will be part of the project approval process.

As previously stated, according to the *Eastvale General Plan 2040* (General Plan),[104] the project site is currently designated for Commercial Retail (CR) land uses. In addition, The City's Zoning Code[105] designates the project site as Heavy Agriculture (A-2-5). General Plan land use designations are Single-Family – Low (SF-L) in all directions from the project site and surrounding zoning designations include One-Family Dwellings (R-1) to the north, east, and south, and the Eastvale Specific Plan (Specific Plan No. 300) to the west. Amendments to zoning and land use designations do not in and of themselves constitute a significant environmental impact. Changes to planned land uses are considered to be environmental impacts only when they would result in direct physical impacts or where those changes relate to avoiding or mitigating environmental impacts.

The proposed project would require a General Plan Amendment and Zoning Code Amendment to make the land use designation and zoning classification associated with the project site consistent with the proposed use. Specifically, the proposed amendments would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac) and the site's zoning classification from Heavy Agriculture to General Residential (R-3).

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization (MPO) for six counties, including Riverside County, wherein the proposed project is located. As the designated MPO, SCAG is federally mandated to research and plan for transportation, growth management, hazardous waste management, and air quality. Although SCAG does not have formal regulatory authority and cannot directly implement land use decisions, SCAG guides land use planning for the southern California region through intergovernmental coordination and consensus building. The City's General Plan bases the City's target growth forecast on regional growth forecasts

[104] City of Eastvale. 2024. *Eastvale General Plan 2040*. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed June 11, 2025).

[105] City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO (accessed June 11, 2025).

detailed in SCAG's 2020–2045 RTP/SCS, which was the current RTP/SCS at the time the General Plan was last updated. Therefore, the analysis of the proposed project's impacts on the City's growth forecast is based on the data provided in SCAG's 2020–2045 RTP/SCS, including SCAG's 2020 Connect SoCal Demographics and Growth Forecast. For disclosure purposes, SCAG's most recent 2024–2050 RTP/SCS, Connect SoCal 2024,[106] which forecasts growth trends from 2019-2050, is also discussed below although the City's growth projections in the Eastvale General Plan were established prior to adoption of Connect SoCal 2024.

Typically, growth-inducing potential of a project would be considered significant if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans and land use plans. Significant growth impacts could also occur if the project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. Using SCAG's 2020 Connect SoCal Demographics and Growth Forecast, the City's General Plan EIR estimates that the City's population, households, and employment are forecast to increase by approximately 16,358 residents, 4,173 households, and 15,500 jobs, respectively, between 2023 and 2040 at buildout of the General Plan.[107] Utilizing the more recent 2024 Connect SoCal Demographics and Growth Forecast, the City's population, households, and employment are forecast to increase by approximately 1,500 residents, 2,200 households, and 12,000 jobs between 2019 and 2050.[108] As detailed in Section 4.14, Population and Housing, however, Eastvale's share of the SCAG Regional Housing Needs Allocation (RHNA) is 3,028 new housing units by 2029.[109] Accordingly, the General Plan designation of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period, as most development depends on property owner initiative.

The City's General Plan has a year 2040 buildout horizon; however, the General Plan does not specify or anticipate when complete buildout would occur, as long-range demographic and economic trends are speculative. Although the project site's existing land use designation is CR, amending the land use designation to MF-LM would result in the development of 159 residential units expected to accommodate approximately 641 residents. Therefore, development of the proposed project would represent minimal contributions to the household and population growth planned for the city under

106 Southern California Association of Governments (SCAG). SCAG Connect SoCal 2024. April 4, 2024. Website: https://scag.ca.gov/sites/default/files/2024-05/23-2987-connect-socal-2024-final-complete-040424.pdf (accessed September 8, 2025).

107 City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Table 2.0-2: Eastvale 2040 General Plan Development Potential. Website: https://www.eastvale ca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 10, 2025).

108 Southern California Association of Governments (SCAG). SCAG 2024 RTP/SCS Growth Projections. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.scag.ca.gov%2Fsites%2Fdefault%2Ffiles%2F2024-05%2Fscag2024-frtp-sed.xlsx&wdOrigin=BROWSELINK (accessed September 8, 2025).

109 City of Eastvale. *City of Eastvale General Plan. 2021–2029 Housing Element*. April 2022. Website: https://www.hcd.ca.gov/housing-elements/docs/eastvale-6th-adopted050622.pdf (accessed July 18, 2025).

buildout of the General Plan (3.8 percent[110] and 3.9 percent,[111] respectively). The proposed project is therefore not expected to result in the growth in the area or city beyond that which was planned for in the General Plan.

As discussed in Section 4.3, Air Quality, of this IS/MND, the currently applicable air quality plan for the Basin is the SCAQMD's adopted 2022 AQMP.[112] The 2022 AQMP incorporates scientific and technological information and planning assumptions, including the Southern California Association of Governments (SCAG) Connect SoCal 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Pursuant to the methodology provided in the SCAQMD *CEQA Air Quality Handbook*, consistency with the 2022 AQMP is affirmed when a project: (1) would not increase the frequency or severity of an air quality standards violation or cause a new violation and (2) is consistent with the growth assumptions in the AQMP.

In order to determine consistency between the proposed project and growth assumptions in the AQMP, the AQ/GHG Assessment provides a trip generation comparison between the proposed land use and the worst-case scenario of full buildout of the project site with 82,111 square feet of commercial retail space consistent with the site's existing CR designation. Ultimately, the AQ/GHG Assessment found that, when compared to the existing commercial retail designation of the project site, the residential uses proposed under the project would generate an estimated 6,687 fewer vehicle trips, and consequently fewer mobile source emissions. Because mobile source emissions generally constitute the majority of emissions associated with residential and commercial projects, the AQ/GHG Assessment qualitatively concluded that the proposed project would result in fewer emissions overall than buildout of the project site with commercial retail uses as currently planned in the City's General Plan. Given that the proposed land use would result in fewer emissions than the land use planned for the project site in the City's General Plan, the proposed project can be considered within the scope of the City's growth projections from an air quality standpoint and can therefore be considered consistent with the AQMP. Therefore, the proposed project does not foster growth or a concentration of population in excess of what is assumed in the City's General Plan, SCAG documents, or the 2022 AQMP, and would not conflict with these documents.

According to the City's General Plan Land Use Element, the Multi-Family – Low-Moderate land use designation is intended for a range of multi-family housing types, including motor-courts, green courts, stacked flats, and other configurations up to 40 units per acre. Development within the Multi-Family – Low-Moderate land use designation should contribute to walkable streets by incorporating pedestrian-oriented building frontages. The proposed project has been designed to meet the regulations of the R-3 zone, as specified in Section 120.03.020 of the City's Municipal Code, and would comply with minimum lot standard for area, width, and depth. Additionally, the proposed project

[110] (159 proposed households ÷ 4,173 forecasted households in the Eastvale General Plan) * 100 = approximately 3.8 percent of forecasted growth.

[111] (641 proposed residents ÷ 16,358 forecasted residents in the Eastvale General Plan) * 100 = approximately 3.9 percent of forecasted growth.

[112] South Coast Air Quality Management District (SCAQMD). 2022. *2022 Air Quality Management Plan*. December. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=edcebd61_16 (accessed July 9, 2025).

would comply with height, floor area ratio and setback regulations for the R-3 zoning district. Rezoning the project site to R-3 would not change the character of the surrounding parcels, and the proposed land use at the project site under the project would be compatible with land uses and zoning in the project site vicinity. Upon approval of the City's proposed General Plan Amendment and Zone Change, the proposed project would be consistent with the City of Eastvale General Plan, as the General Plan itself would reflect the project.

Additionally, the potential for the project to result in environmental impacts has been individually considered in all topic areas of this document, and no significant impacts would occur after implementation of mitigation. Therefore, the proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the General Plan or Zoning Ordinance) adopted for the purpose of avoiding or mitigating an environmental effect, with concurrent approval of the General Plan Amendment and Change of Zone. Impacts would be less than significant, and no mitigation is required.

4.12 MINERAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.12.1 Impact Analysis

a. Would the project 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?

No Impact. Minerals are defined as naturally occurring elements or compounds, or groups of elements and compounds, formed from inorganic processes and organic substances including, but not limited to, coal, peat, and oil-bearing rock, but excluding geothermal resources, natural gas, and petroleum by the United States Geological Survey (USGS).[113]

The California Department of Conservation (DOC), California Geological Survey (CGS), and the California State Mining and Geology Board are required by the Surface Mining and Reclamation Act of 1975 to categorize lands into four Aggregate and Mineral Resource Zones (MRZs). These MRZs are classified on the basis of geologic factors without regard to existing land use and land ownership. The MRZs are classified as follows:

- **MRZ-1:** An area where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.
- **MRZ-2:** An area where adequate information indicates that significant mineral deposits are present, or where it is judged that a high likelihood exists for their presence.
- **MRZ-3:** An area containing mineral deposits, the significance of which cannot be evaluated.
- **MRZ-4:** An area where available information is inadequate for assignment to any other MRZ zone.

Jurisdictions are mandated by the State to incorporate MRZs into their General Plans. Most of the city, including the project site, is classified as MRZ-3, where geologic data indicate that mineral resources cannot be determined from available data.[114] The project site is not located in the vicinity

[113] United States Geological Survey (USGS). n.d. What is the Difference Between a Rock and a Mineral? Website: https://www.usgs.gov/faqs/what-difference-between-a-rock-and-a-mineral (accessed July 22, 2025).

[114] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 4.0-9. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 22, 2025).

of an area classified as MRZ-2.[115] Therefore, no mineral resources of value to the region and the residents of the State have been identified on the project site or in the vicinity.

No historic mineral resource recovery has been recorded on-site or in the immediate project vicinity. In the absence of any significant on-site mineral resources, the project would not 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. Further, construction activities, such as grading or soil excavation, would not occur at a depth where unknown mineral resources may be inadvertently discovered. Therefore, the development of the proposed project would not result in the loss of available mineral resources. No impact would occur, and no mitigation is required.

b. Would the project 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?

No Impact. As discussed throughout this IS/MND, the project site is mostly undeveloped but does contain two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure. The project site is bounded by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south.

According to the *Eastvale General Plan 2040* (General Plan),[116] the project site is currently designated for Commercial Retail (CR) land uses. The City's Zoning Code[117] designates the project site as Heavy Agriculture (A-2-5). Following approval of General Plan and Zoning Code amendments, the land use designation and zoning classification associated with the project site would be consistent with the proposed use. Specifically, the proposed amendments would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac) and the site's zoning classification from Heavy Agriculture to General Residential (R-3). None of the existing or proposed land use or zoning designations are intended for large-scale mineral resource recovery operations.

Since the project site is not delineated as an area for mineral resource recovery and does not contain any known mineral or aggregate resources or mineral extraction operations, there is no potential for the project site to be used for mineral resource recovery. Therefore, no impact from the loss of available mineral resources would occur, and no mitigation is required.

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115 California Department of Conservation (DOC). 2014. Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Temescal Valley Production Area, Riverside County, California. Website: https://www.conservation.ca.gov/cgs/documents/publications/special-reports/SR_231-MLC-TemescalValley-Report.pdf (accessed July 22, 2025).

116 City of Eastvale. 2024. *Eastvale General Plan 2040*. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed June 11, 2025).

117 City of Eastvale. Eastvale, California – Code of Ordinances. Title 120 – Planning and Zoning. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT120PLZO (accessed June 11, 2025).

4.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. 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?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c. 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, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

The analysis presented in this section is based upon information from the *Sumner Place Noise and Vibration Analysis* (Noise Analysis) prepared for the proposed project by Urban Crossroads, Inc. in October 2025.[118] This report is included as Appendix H to this IS/MND.

Fundamentals of Noise. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, or sleep. Several noise measurement scales exist that are used to describe noise in a particular location. A decibel (dB) is a unit of measurement that indicates the relative intensity of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a 10-fold increase in acoustic energy, while 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. Each 10 dB increase in sound level is perceived as approximately a doubling of loudness; and similarly, each 10 dB decrease in sound level is perceived as half as loud. Sound intensity is normally measured through the A-weighted decibel sound level (dBA), and this scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. The A-weighted sound level is the basis for 24-hour sound measurements which better represent how humans are more sensitive to sound at night.

As noise spreads from a source, it loses energy so that the farther away the noise receptor is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dB reduction in the noise level for each doubling of distance from a single point source of noise to the noise sensitive receptor of concern.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq}, the Community Noise Equivalent Level (CNEL), and the day-night average level (L_{dn}) based on A-weighted

[118] Urban Crossroads. 2025. *Sumner Place Noise and Vibration Analysis.* October 31.

decibels (dBA). CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). The City of Eastvale relies on the 24-hour CNEL level to assess land use compatibility with transportation-related noise sources. L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening relaxation hours. CNEL and L_{dn} are within one dBA of each other and are normally exchangeable. The noise adjustments are added to the noise events occurring during the more sensitive hours.

A project would result in a significant noise effect if it would substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of applicable regulatory agencies, including, as appropriate, the City of Eastvale. Applicable noise standards are discussed below.

Noise Standards. Section 3 of the Noise Analysis lists the various State and local noise standards that are applicable to the proposed project. The Noise Analysis utilizes the City's construction and operation noise control guidelines as codified in the City's Municipal Code.

> ***Construction Noise.*** The City of Eastvale has set restrictions to control noise impacts associated with the construction of the project. According to the City of Eastvale Municipal Code Section 8.52.020, construction activities are limited to the hours of 6:00 a.m. to 6:00 p.m. June through September, and 7:00 a.m. to 6:00 p.m. October through May.[119] While the City of Eastvale establishes limits to the hours during which construction activity may take place, neither the City of Eastvale General Plan or Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receptors, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.
>
> Due to the lack of standardized construction noise thresholds, the Federal Transit Administration (FTA) provides guidelines that can be considered reasonable criteria for construction noise assessments in the *Transit Noise and Vibration Impact Assessment Manual* (FTA Manual).[120] The FTA Manual identifies two types of construction noise assessment criteria, general and detailed. For general construction noise assessments, the analysis is limited to the two noisiest pieces of equipment with an hourly daytime exterior noise level threshold for residential land use of 90 dBA $L_{eq(1hr)}$. However, for long-term construction projects that would expose sensitive receptors to noise for extended periods of time, the FTA considers a daytime 8-hour average exterior construction noise level of 80 dBA $L_{eq(8hr)}$.

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119 City of Eastvale, California – Code of Ordinances. Title 8, Chapter 8.52, Section 8.52.020 – Exemptions. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT8PUMOSA_CH8.52NORE (accessed July 11, 2025).

120 Federal Transit Administration (FTA). 2018. *Transit Noise and Vibration Impact Assessment Manual.* September. Website: https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/118131/transit-noise-and-vibration-impact-assessment-manual-fta-report-no-0123_0.pdf (accessed July 11, 2025).

The absolute FTA thresholds are intended to account for reasonable expectations regarding construction noise during the daytime hours and are intended to protect human health. Therefore, to evaluate whether the proposed project would generate potentially significant short-term noise levels at nearby noise sensitive residential receptor locations, the Noise Analysis utilized a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold to assess construction noise level impacts based on the FTA Manual.

Operational Noise. The State of California's noise insulation standards for all residential units are codified in the CCR, Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. These noise standards are applied to new construction that contains dwelling units or sleeping units, such as residential and hotel or motel uses, in California for controlling interior noise levels resulting from exterior noise sources. As such, these standards would be applicable to the operation of the proposed project. According to the Noise Analysis, for new buildings, the acceptable interior noise limit is 45 dBA CNEL in habitable rooms.

Stationary-source noise levels resulting from operations of the proposed project, such as ground-mounted air conditioning units and parking lot vehicle movements, are subject to the standards established under the City's Municipal Code. Section 8.52.040 of the City of Eastvale Municipal Code establishes noise level standards for stationary noise sources. For residential properties such as the proposed project, the exterior noise level shall not exceed 55 dBA L_{eq} during the daytime hours (7:00 a.m. to 10:00 p.m.) and 45 dBA L_{eq} during the nighttime hours (10:00 p.m. to 7:00 a.m.).[121]

The City of Eastvale General Plan Noise Element establishes criteria to evaluate the land use compatibility of transportation-related noise, such as vehicle trips to and from the project site. The compatibility criteria provide the City with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Noise Element provides guidelines to evaluate the acceptability of the transportation-related noise level impacts. Multi-family residential land uses in the project site vicinity are considered normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with noise levels between 60 to 70 dBA CNEL. Single-family land uses are considered completely acceptable with exterior noise levels less than 60 dBA CNEL, and conditionally acceptable with exterior noise levels between 55–70 dBA CNEL.

Existing Noise Environment and Sensitive Receptors. Certain land uses are considered more sensitive to noise than others. Chapter 8.52.030 of the Eastvale Municipal Code defines sensitive receptors as land uses that are "identified as sensitive to noise in the noise element of the City's general plan, including, but not limited to, residences, schools, hospitals, churches, rest homes, cemeteries or public libraries."[122] Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include

[121] City of Eastvale. Eastvale, California – Code of Ordinances. Title 8, Chapter 8.52, Section 8.52.030 – Definitions. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT8PUMOSA_CH8.52NORE (accessed July 11, 2025).

[122] Ibid.

business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

The project site is bounded by single-family residential land uses to the east, and by roadways and single-family residential land uses to the south, west, and north. The Noise Analysis conducted long-term ambient noise level measurements at four representative sensitive receptor locations in the project site vicinity, as shown in **Figure 4.13-1, Noise Monitoring Locations**, which were used to represent nearby groups of buildings sharing acoustical equivalence. Collecting noise level measurements at the nearby sensitive receptor locations allows for a comparison of the before and after project noise levels and is necessary to assess potential noise increase due to the project's contribution to the ambient noise levels. All other sensitive land uses in the project site vicinity located at greater distances than those identified in **Figure 4.13-1** would experience lower noise levels due to additional sound attenuation resulting from increased distance to the noise source and from shielding of intervening structures.

The background ambient noise levels at each of the four receptor locations analyzed in the Noise Analysis are listed below in **Table 4.13.A.**

Table 4.13.A: 24-Hour Ambient Noise Level Measurements

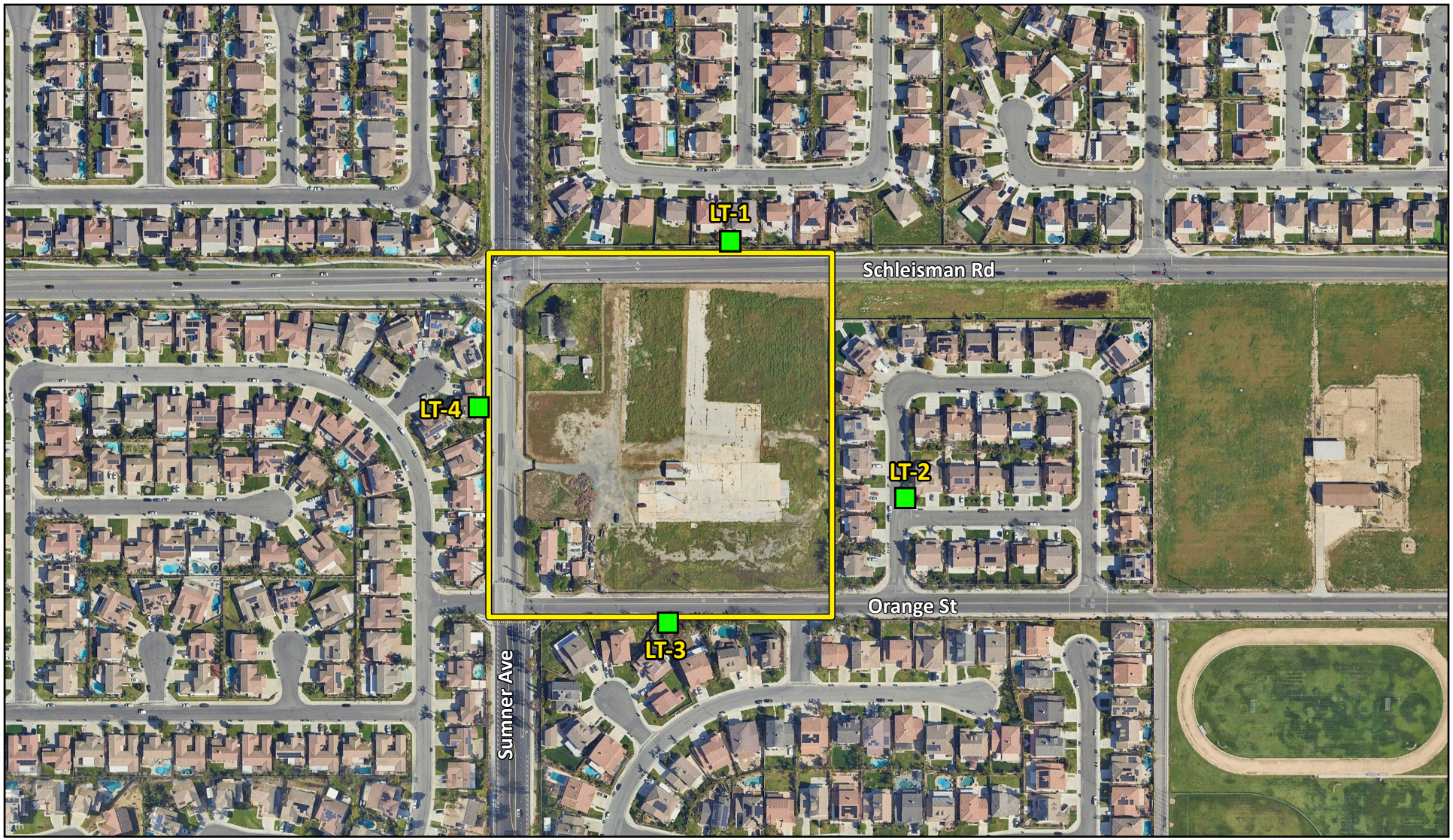
Location	Description	Energy Average Noise Level (dBA L_{eq})[1]		CNEL
		Daytime	Nighttime	
L1	Located north of the site near the residence at 13355 Bashkir Street	62.9	54.3	64.4
L2	Located west of the site near the residence at 7068 Dove Valley Way	64.3	56.9	66.0
L3	Located south of the site near the residence at 7123 Cottage Grove Drive	61.5	52.5	62.5
L4	Located south of the site near the residence at 3301 Salvia Road	56.3	46.0	56.7

Source: *Sumner Place Noise And Vibration Analysis,* Table 5-1 (Urban Crossroads, Inc., October 2025).
[1] Energy (logarithmic) average levels. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

The background ambient noise levels in the noise study area are dominated by transportation-related noise associated with nearby surface streets. This includes the auto and heavy truck activities on study area roadway segments near the noise level measurement locations.

Fundamentals of Vibration. Vibration refers to ground-borne noise and perceptible motion. Ground-borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors where the motion may be discernible. However, without the effects associated with the shaking of a building, there is less adverse reaction. Vibration energy propagates from a source through intervening soil and rock layers to the foundations of nearby buildings. The vibration then propagates from the foundation throughout the remainder of the structure. Building vibration may be perceived by occupants as motion of building surfaces, the rattling of items on shelves or hanging on walls, or a low-frequency rumbling noise. The rumbling noise is caused by the vibrating walls, floors, and ceilings radiating sound waves. Building damage is not a factor for normal operation and construction activities with the occasional exception of blasting and pile driving during construction.

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LSA

LEGEND

Project Site Boundary

LT-X Long-term Noise Monitoring Location

N

0 125 250

FEET

SOURCE: Google Earth 2025, Urban Crossroads (July 2025)

I:\2025\20252369\G\Noise_Locs.ai (7/30/2025)

FIGURE 4.13-1

Sumner Place Residential Development

Noise Monitoring Locations

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Typical sources of ground-borne vibration are construction activities (e.g., blasting, pile driving, and operating heavy-duty earthmoving equipment), steel-wheeled trains, and occasional traffic on rough roads. Impacts with ground-borne vibration and noise from these sources are usually localized to areas within approximately 100 feet of the vibration source, although there are examples of ground-borne vibration causing interference out to distances greater than 200 feet according to the FTA Manual. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface is smooth enough that ground-borne vibration from street traffic would not exceed the impact criteria; however, construction activities have the potential to result in ground-borne vibration that could be perceptible and annoying. Ground-borne noise is not likely to be a problem because noise arriving via the normal airborne path usually will be greater than ground-borne noise.

Ground-borne vibration has the potential to disturb people as well as damage buildings. As stated in the FTA Manual, although it is very rare for ground-borne vibration to cause even cosmetic building damage, there is potential for construction processes such as blasting and pile driving to cause vibration of sufficient amplitudes to damage nearby buildings. Ground-borne vibration is usually measured in terms of vibration velocity, either the root-mean-square (RMS) velocity or peak particle velocity (PPV). RMS is best for characterizing human response to building vibration, and PPV is used to characterize the potential for damage. Decibel notation acts to compress the range of numbers required to describe vibration. Vibration velocity level in decibels is defined as:

$$L_V = 20 \log_{10} [V/V_{ref}]$$

where L_V is the velocity in decibels (VdB), "V" is the RMS velocity amplitude, and "V_{ref}" is the reference velocity amplitude, or 1 x 10-6 inches per second (in/sec) used in the United States.

Vibration Standards. Section 3 of the Noise Analysis lists the various State and local vibration standards that are applicable to the proposed project.

> ***Construction.*** Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment, such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. To analyze vibration impacts originating from the operation and construction of the proposed project, vibration-generating activities are appropriately evaluated against standards established under the City's Municipal Code if such standards exist. However, the City and County do not identify specific construction vibration level limits. Therefore, for analysis purposes, the Noise Analysis utilizes the Caltrans Transportation and Construction Vibration Guidance Manual[123] to assess potential temporary construction-related impacts at adjacent building locations. As such, the Noise Analysis utilizes a maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec).

[123] California Department of Transportation (Caltrans). 2013. *Transportation and Construction Vibration Guidance Manual*. September. Website: https://www.contracosta.ca.gov/DocumentCenter/View/34120/Caltrans-2013-construction-vibration-PDF (accessed July 15, 2025).

Operation. Operational vibration under residential projects is generally limited to vibration associated with on-road vehicle travel. When roadways are smooth, vibration from traffic, even heavy trucks, is rarely perceptible. For most projects, it is assumed that the roadway surface would be smooth enough that ground-borne vibration from street traffic would not exceed the impact criteria.

Noise and Vibration Impact Significance Criteria. **Table 4.13.B** identifies the significance criteria used to identify potentially significant incremental noise level increases under the proposed project.

Table 4.13.B: Significance Criteria

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
On-Site Traffic	Noise-Sensitive	Exterior Noise Level Criteria	65 dBA CNEL	
		Interior Noise Level Standard	45 dBA CNEL	
Off-site Traffic	Noise-Sensitive	If ambient is < 60 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}	≥ 1.5 dBA L_{eq} Project increase	
Operational	Noise-Sensitive	Residential Exterior Noise Level	65 dBA L_{eq}	
		If ambient is < 60 dBA L_{eq}	≥ 5 dBA L_{eq} Project increase	
		If ambient is 60 - 65 dBA L_{eq}	≥ 3 dBA L_{eq} Project increase	
		If ambient is > 65 dBA L_{eq}	≥ 1.5 dBA L_{eq} Project increase	
Construction	Noise-Sensitive	Noise Level Threshold	80 dBA L_{eq}	
		Exterior Noise Level Increase	20 dBA L_{eq}	
		Vibration Level Threshold	0.30 PPV (in/sec)	

Source: *Sumner Place Noise And Vibration Analysis,* Table 4-1 (Urban Crossroads, Inc., October 2025).
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels
ft = foot/feet
in/sec = inches per second
L_{eq} = equivalent continuous sound level
PPV = peak particle velocity

4.13.1 Impact Analysis

a. Would the project result in 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?

Less Than Significant Impact. The project was evaluated for short-term construction and long-term operational impacts from noise, as described below.

Short-Term Construction Noise Impacts. Construction of the proposed project is anticipated to begin in March 2026 and last through March 2028. Construction would result in increased short-term noise levels that would be higher than existing ambient noise levels in the vicinity of the project site but would no longer occur once construction of the project is complete.

Two types of short-term noise impacts could occur during construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be relatively high single-event noise exposure potential causing intermittent noise nuisance, the effect on longer-term ambient noise levels would be small when compared to

existing daily traffic volumes on surrounding roadways. Vehicle trips to and from the project site during construction would not result in the traffic level increase necessary to increase noise levels by 3 dBA CNEL, which is the minimum noise level increase that would be perceptible to the human ear in an outdoor environment. Therefore, short-term construction-related noise impacts associated with worker commutes and equipment transport to the project site would be less than significant, and no mitigation is required.

The second type of short-term noise impact is related to noise generated from construction activities. Construction is performed in discrete phases, each of which has its own mix of equipment and, consequently, its own noise characteristics. The proposed project anticipates demolition, site preparation, grading, building construction, paving, and architectural coating phases of construction. These various sequential phases change the character of the noise generated on a project site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. The Federal Highway Administration (FHWA) has developed the Roadway Construction Noise Model (RCNM),[124] which provides a comprehensive list of the noise-generating characteristics of specific types of construction equipment. **Table 4.13.C** below presents the combined noise levels for the loudest construction activities expected for each stage, assuming all equipment operates simultaneously.

Table 4.13.C: Construction Reference Noise Level Measurements

Construction Phase	Construction Equipment	Reference Noise Level at 50 ft (dBA L_{eq})	Noise Level at 50 ft (dBA L_{eq})	Reference Power Level (dBA Lw)
Demolition	Concrete Saw	83	86.1	117.7
	Excavator	77		
	Jack Hammer	82		
Site Preparation	Tractor	80	82.9	114.5
	Front End Loader	75		
	Dozer	78		
Grading	Tractor	80	84.2	115.9
	Grader	81		
	Compactor (ground)	76		
Building Construction	Crane	73	82.1	113.7
	Generator	78		
	Gradall	79		
Paving	Paver	74	77.8	109.5
	Dump Truck	72		
	Roller	73		
Architectural Coating	Man Lift	68	76.2	107.8
	Compressor (air)	74		
	Generator	70		

Source: *Sumner Place Noise And Vibration Analysis,* Table 11-1 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels L_{eq} = equivalent continuous sound level

[124] Federal Highway Administration (FHWA). n.d. Roadway Construction Noise Model (RCNM) 2.0 User Guide. Website: https://onlinepubs.trb.org/onlinepubs/nchrp/docs/NCHRP25-49/RCNM_2.0_User_Guide_Final_NCHRP.pdf (accessed July 15, 2025).

Table 4.13.C: Construction Reference Noise Level Measurements

Construction Phase	Construction Equipment	Reference Noise Level at 50 ft (dBA L_{eq})	Noise Level at 50 ft (dBA L_{eq})	Reference Power Level (dBA Lw)

ft = foot/feet
L_w = sound power level

Using the reference construction equipment noise levels presented above and the Computer Aided Noise Abatement (CadnaA) noise prediction model, the Noise Analysis calculated the proposed project's construction noise level impacts by phase at each of the 11 study sensitive receptor locations. Potential impacts were based on the loudest activity and the highest noise level calculated at each receptor location. As shown in **Table 4.13.D** below, the highest construction noise levels are expected to range from 64.5 to 72.8 dBA L_{eq} at the nearby receptor locations.

Table 4.13.D: Construction Noise Levels

Receptor Location	Construction Noise Levels (dBA L_{eq})							
	Demolition	Grading	Building Construction	Paving	Architectural Coating	Highest Levels	Threshold	Threshold Exceeded?
R1	68.1	66.2	64.1	59.8	58.2	68.1	80	No
R2	72.6	70.7	68.6	64.3	62.7	72.6	80	No
R3	72.8	70.9	68.8	64.5	62.9	72.8	80	No
R4	72.5	70.6	68.5	64.2	62.6	72.5	80	No
R5	69.0	67.1	65.0	60.7	59.1	69.0	80	No
R6	69.6	67.7	65.5	61.3	59.7	69.6	80	No
R7	67.6	65.7	63.6	59.3	57.7	67.6	80	No
R8	67.6	65.7	63.6	59.3	57.7	67.6	80	No
R9	67.7	65.8	63.7	59.4	57.8	67.7	80	No
R10	64.5	62.6	60.5	56.2	54.6	64.5	80	No
R11	68.1	66.2	64.1	59.8	58.2	68.1	80	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 11-2 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

As previously stated, the Noise Analysis utilized a daytime exterior construction noise level of 80 dBA L_{eq} as a reasonable threshold based on the FTA Manual. Based on the data presented in **Table 4.13.D** above, anticipated noise levels at the nearest receptor locations would satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during project-related construction activities. In compliance with the City's Municipal Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. The proposed project's adherence to the construction timing restrictions and City prescribed best practices for reducing construction noise as established in Section 8.52.020 of the

City's Municipal Code,[125] as described in **Regulatory Compliance Measure (RCM) NOI-1**, would ensure that construction of the proposed project would not exceed applicable noise thresholds.

The Noise Analysis also analyzes the potential for construction of the proposed project to increase ambient noise levels in the vicinity of the project site by combining the project's temporary construction noise levels with the existing ambient noise levels measurements for the nearby receptor locations that may be potentially impacted by the project's construction noise sources.

As indicated in **Table 4.13.E** below, the proposed project would generate daytime construction noise increases ranging from 6.3 to 11.7 dBA L_{eq} at the nearest receptor locations, which would not exceed the applicable threshold of 20 dBA L_{eq} noise level increase significance threshold during construction activities. As such, potential impacts related to temporary noise level increases impacts from project construction are considered less than significant.

Table 4.13.E: Project Construction Noise Level Increases - Daytime

Receptor Location	Typical Construction Noise Level (dBA L_{eq})	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient Noise Levels (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria (dBA L_{eq})	Increase Criteria Exceeded?
R1	68.1	62.9	69.2	**6.3**	20	No
R2	72.6	64.3	73.2	**8.9**	20	No
R3	72.8	64.3	73.4	**9.1**	20	No
R4	72.5	64.3	73.1	**8.8**	20	No
R5	69.0	61.5	69.7	**8.2**	20	No
R6	69.6	61.5	70.2	**8.7**	20	No
R7	67.6	56.3	67.9	**11.6**	20	No
R8	67.6	56.3	67.9	**11.6**	20	No
R9	67.7	56.3	68.0	**11.7**	20	No
R10	64.5	56.3	65.1	**8.8**	20	No
R11	68.1	62.9	69.2	**6.3**	20	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 11-4 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Operational Traffic Noise Impacts. The proposed project would result in a small increase in regional and local traffic volumes. The proposed project is anticipated to generate a maximum of 63 a.m. and 55 p.m. peak hour trips per day, which would represent an incremental increase to the existing 682 a.m. and 470 p.m. peak hour volumes on Sumner Avenue and 728 a.m. and 676 p.m. peak hour volumes on Schleisman Road. These small relative increases in existing traffic volumes would represent a less than 1 dBA increase in traffic noise levels. As previously stated, 3 dBA CNEL is the minimum noise level increase that would be perceptible to the human ear in an outdoor environment.

[125] City of Eastvale, Eastvale, California – Code of Ordinances. Title 8, Chapter 8.52, Section 8.52.020 – Exemptions. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT8PUMOSA_CH8.52NORE (accessed July 11, 2025).

Therefore, off-site traffic noise levels generated by operation of the proposed project would be imperceptible to the human ear in an outdoor environment and can be considered less than significant. No mitigation is required.

Operational Stationary Noise Impacts. The proposed project would include mechanical equipment such as ground-air conditioning units, which could operate 24 hours a day. In addition, operation of the proposed project would involve movement of vehicles to and from proposed surface parking stalls. Parking-associated noise levels are mainly due to cars pulling in and out of parking spaces in combination with car doors opening and closing. To estimate the proposed project's operational noise impacts based on ground-mounted air conditioning units and parking movements, reference noise level measurements were collected from similar types of activities or equipment. Refer to **Table 4.13.F** below for these reference noise level measurements.

Table 4.13.F: Operational Reference Noise Level Measurements

Reference Noise Source	Noise Source Height (ft)	Min/Hour[1]		Noise Level at 50 ft (dBA L_{eq})	Sound Power Level (dBA)[2]
		Day	Night		
Ground-Mounted Air Conditioning Units	3	45	30	44.4	76.0
Parking Lot Vehicle Movements	5	60	60	52.1	81.1

Source: *Sumner Place Noise And Vibration Analysis,* Table 10-1 (Urban Crossroads, Inc., October 2025).

[1] Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the project site. "Daytime" = 7:00 a.m. - 10:00 p.m.; "Nighttime" = 10:00 p.m. - 7:00 a.m.

[2] Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

dBA = A-weighted decibels

ft = foot/feet

L_{eq} = equivalent continuous sound level

Using the reference noise levels to represent the proposed project's operational activities including ground mounted air conditioning units and vehicular parking movements, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the project site and the project-related noise level increases that would be experienced at each of the sensitive receptor locations.

Table 4.13.G below shows the proposed project's operational noise levels during the daytime hours of 7:00 a.m. to 10:00 p.m. As shown in **Table 4.13.G**, daytime hourly noise levels at the off-site receptor locations are expected to range from 35.5 to 47.0 dBA L_{eq}. These noise levels would not exceed the applicable daytime operational noise standard of 50 dBA L_{eq} as established in the Noise Analysis.

Table 4.13.G: Project Operation Noise Levels - Daytime

Receptor Location	Operational Noise ($dBA L_{eq}$)				
	Noise Source		Total (All Noise Sources)	Applicable Noise Standard	Noise Standard Exceeded?
	Ground-Mounted Air Conditioning Units	Vehicle Parking Movements			
R1	37.5	30.4	**38.3**	50.0	No
R2	45.7	33.0	**45.9**	50.0	No
R3	46.8	32.9	**47.0**	50.0	No
R4	46.6	32.9	**46.8**	50.0	No
R5	40.1	33.5	**41.0**	50.0	No
R6	40.8	32.3	**41.4**	50.0	No
R7	37.7	30.0	**38.4**	50.0	No
R8	37.6	30.9	**38.4**	50.0	No
R9	36.9	29.7	**37.7**	50.0	No
R10	34.5	28.4	**35.5**	50.0	No
R11	37.2	29.5	**37.9**	50.0	No

Source: *Sumner Place Noise And Vibration Analysis,* Tables 10-2 and 10-4 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Table 4.13.H below shows the proposed project's operational noise levels during the nighttime hours, of 10:00 p.m. to 7:00 a.m. The nighttime hourly noise levels at the existing off-site receptor locations are expected to range from 33.4 to 44.4 dBA L_{eq}. These noise levels would not exceed the applicable nighttime operational noise standard of 45 dBA L_{eq} as established in the Noise Analysis.

Table 4.13.H: Project Operation Noise Levels - Nighttime

Receptor Location	Operational Noise Levels ($dBA L_{eq}$)				
	Noise Source		Total (All Noise Sources)	Applicable Noise Standard	Standard Exceeded?
	Ground-Mounted Air Conditioning Units	Vehicle Parking Movements			
R1	34.8	30.4	**36.1**	45.0	No
R2	42.9	33.0	**43.3**	45.0	No
R3	44.1	32.9	**44.4**	45.0	No
R4	43.9	32.9	**44.2**	45.0	No
R5	37.3	33.5	**38.8**	45.0	No
R6	38.1	32.3	**39.1**	45.0	No
R7	35.0	30.0	**36.2**	45.0	No
R8	34.9	30.9	**36.4**	45.0	No
R9	34.2	20.7	**35.5**	45.0	No
R10	31.7	28.4	**33.4**	45.0	No
R11	34.4	29.5	**35.6**	45.0	No

Source: *Sumner Place Noise And Vibration Analysis,* Tables 10-3 and 10-4 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

The differences between the daytime and nighttime noise levels are largely related to the estimated duration of noise activity as outlined in **Table 4.13.H** above.

The Noise Analysis also analyzes the potential for operation of the proposed project to increase ambient noise levels in the vicinity of the project site by combining the project's operational noise levels with the existing ambient noise levels measurements for the nearby receptor locations that may be impacted by the project's operational noise sources.

As indicated in **Table 4.13.I** below, the proposed project would generate daytime operational noise increases of less than 0.1 dBA L_{eq} at the nearest receptor locations.

Table 4.13.J below shows that the proposed project would generate nighttime operational noise level increases ranging from 0.1 to 0.5 dBA L_{eq} at the nearest receptor locations.

As shown in **Tables 4.13.I** and **4.13.J** above, project-related operational noise level increases would not exceed the applicable operational noise level increase significance criteria established in the Noise Analysis. Therefore, the proposed project's operational noise level increases at the sensitive receptor locations would be less than significant, and no mitigation is required.

Table 4.13.I: Project Operation Noise Level Increases - Daytime

Receptor Location	Total Operational Noise Level (dBA L_{eq})	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient Noise Levels (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria (dBA L_{eq})	Increase Criteria Exceeded?
R1	38.3	62.9	62.9	**0.0**	3.0	No
R2	45.9	64.3	64.4	**0.1**	3.0	No
R3	47.0	64.3	64.4	**0.1**	3.0	No
R4	46.8	64.3	64.4	**0.1**	3.0	No
R5	41.0	61.5	61.5	**0.0**	3.0	No
R6	41.4	61.5	61.5	**0.0**	3.0	No
R7	38.4	56.3	56.4	**0.1**	5.0	No
R8	38.4	56.3	56.4	**0.1**	5.0	No
R9	37.7	56.3	56.4	**0.1**	5.0	No
R10	35.5	56.3	56.3	**0.0**	5.0	No
R11	37.9	62.9	62.9	**0.0**	3.0	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 10-5 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Table 4.13.J: Project Operation Noise Level Increases - Nighttime

Receptor Location	Total Operational Noise Level (dBA L_{eq})	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient Noise Levels (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria (dBA L_{eq})	Increase Criteria Exceeded?
R1	36.1	54.3	54.4	**0.1**	5.0	No

Table 4.13.J: Project Operation Noise Level Increases - Nighttime

Receptor Location	Total Operational Noise Level (dBA L_{eq})	Reference Ambient Noise Levels (dBA L_{eq})	Combined Project and Ambient Noise Levels (dBA L_{eq})	Project Increase (dBA L_{eq})	Increase Criteria (dBA L_{eq})	Increase Criteria Exceeded?
R2	43.3	56.9	57.1	**0.2**	5.0	No
R3	44.4	56.9	57.1	**0.2**	5.0	No
R4	44.2	56.9	57.1	**0.2**	5.0	No
R5	38.8	52.5	52.7	**0.2**	5.0	No
R6	39.1	52.5	52.7	**0.2**	5.0	No
R7	36.2	46.0	46.4	**0.4**	5.0	No
R8	36.4	46.0	46.4	**0.4**	5.0	No
R9	35.5	46.0	46.4	**0.4**	5.0	No
R10	33.4	46.0	46.2	**0.2**	5.0	No
R11	35.6	54.3	54.4	**0.1**	5.0	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 10-6 (Urban Crossroads, Inc., October 2025).
dBA = A-weighted decibels
L_{eq} = equivalent continuous sound level

Operational On-Site Noise Impacts. According to the Noise Analysis, it is expected that the primary source of noise impacts on the project site would be traffic noise from Schleisman Road and Sumner Avenue. The project site would also experience some background traffic noise impacts from other local roads; however, due to low traffic volume/speeds, traffic noise from these roads does not make a significant contribution to the noise environment.

Using the FHWA traffic noise prediction model, the Noise Analysis presents calculations of expected future exterior noise levels for the proposed project. As shown in **Table 4.13.K**, the unabated exterior noise levels are estimated to range from 68.1 to 68.9 dBA CNEL in outdoor living spaces such as patios and balconies.

Table 4.13.K: Future Exterior Noise Levels

Building(s)	Roadway	Unabated Exterior Noise Level (dBA CNEL)[1]
Buildings 3, 4, 5, 6, 7	Schleisman Road	68.2
Building 8	Schleisman Road	68.9
Buildings 1, 2	Sumner Avenue	68.2
Buildings 21, 22	Sumner Avenue	68.1

Source: *Sumner Place Noise And Vibration Analysis,* Table 7-1 (Urban Crossroads, Inc., October 2025).
[1] Outdoor environment limited to the private patios and balconies of the Proposed multi-family residential units.
CNEL = Community Noise Equivalent Level
dBA = A-weighted decibels

As previously discussed, the proposed multi-family land uses are considered conditionally acceptable with unmitigated exterior noise levels of less than 70 dBA CNEL. For conditionally acceptable exterior

noise levels, 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.

The Noise Analysis also analyzed on-site interior noise levels for the proposed residential units. The interior noise level is the difference between the predicted exterior noise level at the building façade and the noise reduction of the structure. Typical building construction will provide a noise reduction of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." Several methods to improve interior noise reduction include weather-stripped solid core exterior doors; upgraded dual-glazed windows; mechanical ventilation/air conditioning; and exterior wall/roof assembles free of cutouts or openings.

The Noise Analysis calculated, future exterior noise levels at the first-, second-, and third-floor building façade locations for each proposed townhouse. Because the proposed includes air conditioning units, a "windows closed" condition was assumed for the purposes of the analysis. The analysis also included noise reduction calculations, which are determined by combining the transmission loss of each of the building components that make up the proposed structures. **Table 4.13.L** below provides the calculated interior noise reduction of the proposed structures, assuming a "windows closed" scenario and windows with a Sound Transmission Class (STC) rating of 27. As shown In **Table 4.13.L**, the calculated interior noise reduction would range from 27.2 to 34.1 dBA.

Table 4.13.L: Noise Reduction Calculations

Proposed Floor Plan	Sample Rooms[1]	Calculated Floor Plan Noise Reduction (dBA CNEL)
Floor Plan 1	Living Room	28.1
	Bedroom 1	29.0
Floor Plan 2	Bedroom 3	28.8
	Living Room	27.2
	Bedroom 1	27.2
Floor Plan 3	Bedroom 4	32.5
	Living Room	33.7
	Bedroom 1	33.1
Floor Plan 4	Bedroom 4	32.5
	Living Room	34.1
	Bedroom 1	32.6
Minimum Reduction		**27.2**

Source: *Sumner Place Noise And Vibration Analysis,* Table 7-2 (Urban Crossroads, Inc., October 2025).

[1] Sample is based on the floor plans of lots adjacent to the roadways and interior habitable room(s) with a high number of exterior walls and openings (windows, doors, etc.).

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

Table 4.13.M below shows estimated interior noise levels within the proposed townhomes using the minimum calculated noise reduction shown above in **Table 4.13.L**. The interior noise level assessment demonstrates that for all units, standard construction, with windows in the closed position, would satisfy the City of Eastvale's 45 dBA CNEL interior noise standard and no noise abatement measures are required.

As the project-related operational noise level increases presented in the preceding analysis do not exceed the significance standards identified previously in **Table 4.13.B,** these increases are determined to be less than significant at all sensitive receptor locations.

As previously stated, adherence to **RCM NOI-1** would ensure that the project complies with applicable provisions provided in Section 8.52.020 of the City's Municipal Code related to construction noise reduction. With adherence to **RCM NOI-1**, the proposed project would not result in 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. Impacts would be less than significant, and no mitigation is required.

Table 4.13.M: Project Interior Noise Impacts

Building(s)	Roadway	Noise Level at Façade	Required Interior Noise Reduction[1]	Minimum Noise Reduction[2]	Upgraded Windows Required?[3]	Interior Noise Level[4]
First Floor						
Buildings 3, 4, 5, 6, 7	Schleisman Road	68.2	23.2	27.2	No	41.0
Building 8	Schleisman Road	68.9	23.9	27.2	No	41.7
Buildings 1, 2	Sumner Avenue	68.2	23.3	27.2	No	41.0
Buildings 21, 22	Sumner Avenue	68.1	23.1	27.2	No	40.9
Second Floor						
Buildings 3, 4, 5, 6, 7	Schleisman Road	68.1	23.1	27.2	No	40.9
Building 8	Schleisman Road	68.8	23.8	27.2	No	41.6
Buildings 1, 2	Sumner Avenue	68.0	23.0	27.2	No	40.8
Buildings 21, 22	Sumner Avenue	67.9	22.9	27.2	No	40.7
Third Floor						
Buildings 3, 4, 5, 6, 7	Schleisman Road	68.0	23.0	27.2	No	40.8
Building 8	Schleisman Road	68.6	23.6	27.2	No	41.4
Buildings 1, 2	Sumner Avenue	67.8	22.8	27.2	No	40.6
Buildings 21, 22	Sumner Avenue	67.7	22.7	27.2	No	40.5

Source: *Sumner Place Noise And Vibration Analysis,* Tables 7-3 and 7-4 (Urban Crossroads, Inc., October 2025).

[1] This refers to the noise level reduction required to satisfy the applicable 45 dBA CNEL interior noise standard.

[2] Estimate exterior to interior noise level reduction with standard building construction with a 25 dBA CNEL reduction and "windows closed".

[3] Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

[4] Estimated interior noise level with standard building construction with a "windows closed" condition and an STC rating of 27 for all windows.

dBA = A-weighted decibels

L_{eq} = equivalent continuous sound level

STC = Sound Transmission Class

Regulatory Compliance Measure:

RCM NOI-1 **Construction Noise and Vibration.** The Construction Contractor shall limit construction activities to occur between the hours of 6:00 a.m. to 6:00 p.m. (June through September) and 7:00 a.m. to 6:00 p.m. (October through May). Construction is prohibited outside these hours (Section 8.52.020 of the City of Eastvale Municipal Code). This measure shall be implemented to the satisfaction of the City Director of Building Safety or designee.

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Less Than Significant with Mitigation Incorporated. Ground-borne noise is typically assessed at locations where there is no airborne noise path, or for buildings with substantial sound insulation such as a recording studio. For typical buildings, interior airborne noise levels are often higher than ground-borne noise levels. Therefore, the main focus of the discussion and analysis is ground-borne vibration as it relates to human response (annoyance) and off-site building damage.

Construction. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. The operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human annoyance and building damage using vibration assessment methods defined by Caltrans. Using the vibration source level of construction equipment and the construction vibration assessment methodology published by Caltrans, the Noise Analysis estimated the proposed project's construction-related vibration impacts. **Table 4.13.N** below presents the expected project-related vibration levels at the nearby receptor locations.

As shown in **Table 4.13.N** above, at distances ranging from 15 to 157 feet from proposed construction activities, construction vibration velocity levels are estimated to range from 0.01 to 0.50 PPV (in/sec). Based on maximum acceptable continuous vibration threshold of 0.30 PPV (in/sec), the proposed project's typical construction vibration levels would exceed the vibration thresholds at Receptors R2, R3, and R4. It should be noted that vibration levels at the site of the closest sensitive receptor are unlikely to be sustained during the entire construction period but would be limited to the times that heavy construction equipment is operating adjacent to the project site perimeter. Moreover, construction of the proposed project would be restricted to daytime hours, consistent with requirements set forth in the City's Municipal Code, eliminating potential vibration impacts during the sensitive evening and nighttime hours.

Table 4.13.N: Project Construction Vibration Levels - Unmitigated

Receptor Location	Distance to Construction Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R1	107	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R2	15	0.01	0.08	0.18	0.21	0.50	0.50	0.30	**Yes**

Table 4.13.N: Project Construction Vibration Levels - Unmitigated

Receptor Location	Distance to Construction Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R3	19	0.00	0.05	0.11	0.13	0.32	0.32	0.30	**Yes**
R4	18	0.01	0.06	0.14	0.16	0.37	0.37	0.30	**Yes**
R5	82	0.00	0.01	0.01	0.01	0.04	0.04	0.30	No
R6	67	0.00	0.01	0.02	0.02	0.05	0.05	0.30	No
R7	95	0.00	0.00	0.01	0.01	0.03	0.03	0.30	No
R8	105	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R9	105	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R10	157	0.00	0.00	0.00	0.01	0.01	0.01	0.30	No
R11	97	0.00	0.00	0.01	0.01	0.03	0.03	0.30	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 11-6 (Urban Crossroads, Inc., October 2025).
in/sec = inches per second
PPV = peak particle velocity

Nevertheless, the proposed project's construction-related vibration at Receptors R2, R3, and R4 would be significant without mitigation. As such, the Noise Analysis recommends the establishment of a 20-foot equipment buffer zone to restrict the use of heavy construction equipment within 20 feet of sensitive receptors. With adherence to this recommendation pursuant to **Mitigation Measure (MM) NOI-1,** potential impacts related to construction-period vibration would not exceed the applicable threshold of 0.30 PPV (in/sec), as shown in **Table 4.13.O** below, and impacts would be less than significant.

Table 4.13.O: Project Construction Vibration Levels - Mitigated

Receptor Location	Distance to Construction Activity (Feet)	Typical Construction Vibration Levels PPV (in/sec)						Threshold PPV (in/sec)	Threshold Exceeded?
		Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Vibratory Roller	Highest Vibration Level		
R1	107	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R2	20	0.00	0.05	0.11	0.12	0.29	0.29	0.30	No
R3	20	0.00	0.05	0.11	0.12	0.29	0.29	0.30	No
R4	20	0.00	0.05	0.11	0.12	0.29	0.29	0.30	No
R5	82	0.00	0.01	0.01	0.01	0.04	0.04	0.30	No
R6	67	0.00	0.01	0.02	0.02	0.05	0.05	0.30	No
R7	95	0.00	0.00	0.01	0.01	0.03	0.03	0.30	No
R8	105	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R9	105	0.00	0.00	0.01	0.01	0.02	0.02	0.30	No
R10	157	0.00	0.00	0.00	0.00	0.01	0.01	0.30	No
R11	97	0.00	0.00	0.01	0.01	0.03	0.03	0.30	No

Source: *Sumner Place Noise And Vibration Analysis,* Table 11-6. (Urban Crossroads, Inc., October 2025).
in/sec = inches per second
PPV = peak particle velocity

Operation. Operation of the proposed project would allow activities typical of multi-family residential uses and does not include features or activities that would generate significant levels of vibration. Vibration levels generated from project-related traffic on adjacent roadways would be unusual for on-road vehicles because the rubber tires and suspension systems of on-road vehicles provide vibration

isolation. If a roadway is smooth, associated ground-borne vibration is rarely perceptible. Therefore, operation (traffic) of the project would not result in vibration levels that would annoy persons or damage structures.

Based on the analysis presented above, the proposed project would not result in the generation of excessive ground-borne vibration or ground-borne noise levels with incorporation of **MM NOI-1.** Impacts would be less than significant with mitigation incorporated.

Mitigation Measure:

MM NOI-1 **Construction Equipment Buffer Zone.** Vibratory rollers, large, loaded trucks, and dozers (equipment weighing 80,000 pounds or more) shall not be allowed within 20 feet of occupied residential dwellings at the time of project construction. Instead, smaller, rubber-tired bulldozers (less than 80,000 pounds) shall be used within this area during project construction to reduce vibration levels.

c. 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, would the project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. The closest airport to the project site, the Chino Airport, is located approximately 3 miles northwest of the project site. The Chino Airport Master Plan identifies noise compatibility policies based on the Chino Airport Comprehensive Land Use Plan (ACLUP),[126] which establishes thresholds for aircraft noise exposure for new developments. According to the Chino Airport Master Plan, the project site is not located within any noise contour boundaries associated with the Chino Airport. The ACLUP also does not identify the project site as being located within the Chino Airport Influence Area.

Further, the ACLUP indicates that exterior noise levels below 55 dBA CNEL at residential uses, such as the project, are considered clearly acceptable. Therefore, the proposed land use is considered clearly acceptable residential land use and standard construction noise abatement practices would satisfy the interior noise level standard of 45 dBA CNEL. Because the project site is not located within the Chino Airport Influence Area or noise contours associated with the Chino Airport, and because the proposed land use is considered clearly acceptable from an exterior noise standpoint, the proposed project would not expose people residing or working in the vicinity of an airport to excessive noise levels. Impacts would be less than significant, and no mitigation is required.

126 San Bernardino County Airport Land Use Commission. 1991. Comprehensive Land Use Plan Chino Airport. November. Website: https://rcaluc.org/sites/g/files/aldnop421/files/2023-06/Chino.pdf (accessed July 15, 2025).

4.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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)?	☐	☐	☒	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

4.14.1 Impact Analysis

a. Would the project 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)?

Less Than Significant Impact. *State CEQA Guidelines* Section 15126.2[d] identifies a project as growth inducing if it fosters economic or population growth, or development of businesses or housing either directly or indirectly in the surrounding environment. New employees from commercial or industrial development and new population from residential development represent direct forms of growth, which have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area. Under CEQA, growth inducement is not considered necessarily detrimental, beneficial, or of little significance to the environment. Typically, the growth-inducing potential of a project would be considered substantial if it fosters growth or a concentration of population in excess of what is assumed in pertinent master plans, land use plans, or in projections made by regional planning agencies (e.g., SCAG).

Under existing conditions, portions of the project site are undeveloped. However, two single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure are currently present on the project site. These existing structures would be demolished and the proposed project would entail construction of a 159-unit townhome community. Each proposed townhome unit would consist of three stories, including a two-car garage on the first floor and living space on the second and third floors.

The Southern California Association of Governments (SCAG) estimates that employment in the City of Eastvale will increase from 16,500 jobs in 2019 to 28,500 jobs in 2050.[127] Thus, construction of the proposed project is not anticipated to induce substantial population growth as construction workers are anticipated to come from the City and surrounding area of the SCAG region.

[127] Southern California Association of Governments. *Connect SoCal 2024 – Demographics and Growth Forecast Technical Report.* Table 14: Jurisdictional-level Growth Forecast. April 4, 2024.

According to the California Department of Finance, the City of Eastvale's estimated population as January of 2025 was 69,799 people.[128] In 2022, SCAG estimated that the city had an average household size of 4.03 persons per household.[129] Based on this average and the number of proposed residential units, the proposed project, once operational, would generate approximately 641 residents, which would represent an 0.9 percent[130] increase in the city's current population.

Using SCAG's 2020 Connect SoCal Demographics and Growth Forecast, the City's General Plan EIR estimates that the City's population, households, and employment are forecast to increase by approximately 16,358 residents, 4,173 households, and 15,500 jobs, respectively, between 2023 and 2040 at buildout of the General Plan.[131] Utilizing the more recent 2024 Connect SoCal Demographics and Growth Forecast, the City's population, households, and employment are forecast to increase by approximately 1,500 residents, 2,200 households, and 12,000 jobs between 2019 and 2050.[132] However, according to SCAG's 6th Cycle RHNA and as described in the City's Housing Element,[133] the City identified the need for an additional 3,028 housing units by 2029. With 157 net units as part of the proposed project, the project would fulfill approximately 5.2 percent[134] of that need. The proposed project would therefore contribute to the City achieving its RHNA allocation through the development of 157 housing units on the project site.

The City's General Plan has a year 2040 buildout horizon; however, the General Plan does not specify or anticipate when complete buildout would occur, as long-range demographic and economic trends are speculative. The General Plan designation of a site for a certain use does not necessarily mean that the site would be developed with that use during the planning period, as most development depends on property owner initiative. Although the project site's existing land use designation is CR, amending the land use designation to MF-LM would result in the development of 159 residential units expected to accommodate approximately 641 residents, representing minimal contributions to the

128 State of California Department of Finance. Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024, and 2025. Website: https://dof.ca.gov/Forecasting/Demographics/estimates-e1/ (accessed July 18, 2025).

129 Southern California Association of Governments (SCAG). 2022. Community Profiles. City of Eastvale Average Household Size.

130 (641 proposed residents ÷ 69,799 people in Eastvale as of January 2025) * 100 = approximately 0.9 percent of the City's population.

131 City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Table 2.0-2: Eastvale 2040 General Plan Development Potential. Website: https://www.eastvale ca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 10, 2025).

132 Southern California Association of Governments (SCAG). SCAG 2024 RTP/SCS Growth Projections. Website: https://view.officeapps.live.com/op/view.aspx?src=https%3A%2F%2Fwww.scag.ca.gov%2Fsites%2Fdefault%2Ffiles%2F2024-05%2Fscag2024-frtp-sed.xlsx&wdOrigin=BROWSELINK (accessed September 8, 2025).

133 City of Eastvale. *City of Eastvale General Plan. 2021–2029 Housing Element*. April 2022. Website: https://www.hcd.ca.gov/housing-elements/docs/eastvale-6th-adopted050622.pdf (accessed July 18, 2025).

134 (157 net increase in residential units ÷ 3,028 units required per SCAG's RHNA) * 100 = approximately 5.2 percent of the RHNA allocation in Eastvale.

household and population growth (3.8 percent[135] and 3.9 percent,[136] respectively) planned for the City by 2040 under buildout of the General Plan. The proposed project is therefore not expected to result in the growth in the area or city beyond that which was planned for in the General Plan.

Any increase in population at the project site would be minimal and consistent with planned long-term population growth and housing development in the city, as anticipated by the General Plan and regional planning documents, but the proposed development is not expected to cause substantial indirect population growth. Since new residents generated by the proposed project would not exceed local and regional population growth projections, any population growth generated by the proposed project would not result in substantial adverse environmental impacts. Impacts would be less than significant**,** and no mitigation is required.

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Less Than Significant Impact. As discussed above, the project site is currently largely undeveloped. However, two currently occupied single-family residences and related buildings, a standalone three-car garage/storage building, and the remains of concrete foundations associated with a previously demolished structure are also present on the project site. These remaining structures would be demolished as part of the project in order to accommodate the proposed residential development.

It is expected that current residents of the project site would have the ability to relocate based on the availability of existing housing stock in the surrounding area, which would include an additional 159 townhome units upon development of the proposed project. In 2023, the United States Census Bureau estimated that Eastvale contained approximately 18,580 housing units within city limits, including approximately 147 vacant units.[137] The proposed project would result in a net increase of 157 new housing units within the city, increasing the overall housing stock. Therefore, impacts related to the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere would be less than significant, and no mitigation is required.

[135] (159 proposed households ÷ 4,173 forecasted households in the Eastvale General Plan) * 100 = approximately 3.8 percent of forecasted growth.

[136] (641 proposed residents ÷ 16,358 forecasted residents in the Eastvale General Plan) * 100 = approximately 3.9 percent of forecasted growth.

[137] United States Census Bureau. 2023. American Community Survey (1-year estimates) Selected Housing Characteristics, California, Counties and Places with 65,000+ Population.

4.15 PUBLIC SERVICES

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

4.15.1 Impact Analysis

a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?

Less Than Significant Impact. 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 various cities unincorporated areas and cities within Riverside County, including the City of Eastvale.[138] As such, fire protection services would be provided to the project site by RCFD. RCFD operates 93 fire stations across 17 battalions, providing fire suppression, emergency medical, rescue, and fire prevention services.[139]

The project site is served by Battalion 14 of the RCFD. The RCFD Battalion 14 consists of six fire stations within the cities of Jurupa Valley and Eastvale. Of these, two fire stations are located within the City: Station 27 is located approximately 0.8-mile east of the project site at 7067 Hamner Avenue, while Station 31 is located approximately 1.6 miles southwest of the project site at 14491 Chandler Street. The City is planning a third fire station at the northwest corner of Scholar Way and 58th Street as part

[138] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report,* Page 3.10-1. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 15, 2025).

[139] Riverside County Fire Standards of Cover, Chapter II Development and Review of Planning Areas. Appendix A. Website: https://www.rvcfire.org/pdf/strategic-planning/Standards%20of%20Cover.pdf?v=6488 (accessed September 5, 2024).

of Phase III of the Leal Master Plan.[140] Based on correspondence with RCFD officials, Station 27 would serve as the primary responding station for the project site, with Station 31 providing a secondary response if necessary.[141] Together, these two stations staff 21 total positions. According to this correspondence, both stations could respond to an emergency situation at the project site within the City's acceptable response time of 5 minutes.

As discussed in Section 4.14, Population and Housing, of this IS/MND, the proposed project would increase RCFD's existing service population by approximately 641 new residents. The Environmental Impact Report (EIR) prepared to evaluate adoption of the City's General Plan assumed that future buildout would increase the city's population by 16,358 residents through 2040.[142] As such, the proposed project would not induce substantial unplanned population growth in the city or region and would represent a minimal contribution to projected population growth within the city. Because buildout of these anticipated residential developments would occur over several decades, the potential increase in demand for fire protection services would occur incrementally. The RCFD would regularly 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.

As required per Chapter 110.28, Development Impact Fee Program, of the City's Municipal Code,[143] the Applicant would be required to pay fees calculated and imposed by the City, which would be based upon the scale and nature of the proposed project. These fees would contribute to a distinct "fee fund," subject to the accounting requirements of the Mitigation Fee Act (California Government Code Section 66000 et seq.), which would ultimately be used to fund the development of public services and facilities, such as fire protection services and facilities**. Regulatory Compliance Measure (RCM) PS-1** would ensure that the proposed project would satisfy this requirement through the payment of appropriate Development Impact Fees. The payment of fair share Development Impact Fees under the proposed project and future projects within the city and the RCFD service area would fulfill requirements to offset the costs of increased personnel or equipment that could be required to ensure the continued availability of fire protection services.

The Deputy Fire Marshal has reviewed the plans for the proposed project and has determined that the Applicant's payment of applicable Development Impact Fees would be satisfactory to ensure that

[140] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 3.10-10. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 15, 2025).

[141] Email communication with Steve Payne, Deputy Fire Marshal—Office of Fire and Planning, California Department of Forestry and Fire Protection/Riverside County Fire Department. March 26, 2025.

[142] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*. October. Table 2.0-2: Eastvale 2040 General Plan Development Potential. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 15, 2025).

[143] City of Eastvale, California – Code of Ordinances. Part B, Title 110, Chapter 110.28—Development Impact Fee Program. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT110BUCO_CH110.28DEIMFEPR (accessed July 15, 2025).

the RCFD can maintain acceptable service ratios, response times, and other performance objectives, and that no further mitigation is necessary.[144]

Further, the proposed project would be constructed in accordance with the current (2022) California Building Code, Part 9 (the California Fire Code or CFC), as adopted by reference and amended by Section 110.20 of the City's Municipal Code[145] and administered locally by the RCFD. The 2022 CFC includes provisions for minimum fire department access, fire flow requirements, and building construction standards. Consistent with the 2022 CFC, all proposed structures under the proposed project would be equipped with a fire sprinkler system. In addition, RCFD would review final project plans for new 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.

As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services. Impacts would be less than significant, and no mitigation is required.

Regulatory Compliance Measure:

RCM PS-1 **Development Impact Fees.** Pursuant to Chapter 110.28 of the City of Eastvale Municipal Code, prior to the final inspection of any building permit, unless otherwise authorized by the Mitigation Fee Act, the most current Development Impact Fee for residential development shall be paid in full by the project Applicant as calculated by the City. Building permits shall be issued by the City after receiving proof of the appropriate Development Impact Fees have been paid in full.

ii. Police protection?

Less Than Significant Impact. The City of Eastvale contracts with the Riverside County Sheriff's Department (RCSD) for police protection services. As such, police protection services would be provided to the project site by RCSD. The RCSD currently operates 12 patrol stations, none of which are located in the city. As such, the city is served by RCSD's Jurupa Valley Sheriff's Station, located approximately 8.2 miles northeast of the project site at 7477 Mission Boulevard. The City also has a mutual aid agreement with Norco Substation, located approximately 2.6 miles southeast of the project site within Norco City Hall at 2870 Clark Avenue, for the provision of law enforcement services.

144 Email communication with Steve Payne, Deputy Fire Marshal—Office of Fire and Planning, California Department of Forestry and Fire Protection/Riverside County Fire Department. March 25, 2025.

145 City of Eastvale, California – Code of Ordinances. Part B, Title 110, Chapter 110.20—Fire Code. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT110BUCO_CH110.20FICO (accessed July 15, 2025).

The City of Eastvale is also currently undergoing development of a new Civic Center as part of the Leal Master Plan, which would include, among other community-serving functions, a new approximately 20,000 square foot substation to support RCSD operations.[146] It is anticipated that the Civic Center will be opened by the end of 2028.[147]

In total, approximately 30 RCSD deputies serve the city, including community service officers, detectives, sergeants, and lieutenants. The city also has non-sworn officers to respond to lower priority calls, including 2 traffic unit officers, 2 patrol division officers, and others. Current law enforcement response time in Eastvale is approximately 5 minutes for Priority 1 calls, which represent an immediate threat to life or property. RCSD's goal for Priority 1 calls is 7 minutes; therefore, RCSD is currently meeting its Priority 1 call response time goal. 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. As such, RCSD is currently meeting its Priority 4 call response time goal.[148]

To further decrease response times, RCSD is planning to add 1 sworn officer position and 2 non-sworn community service officers. Further, as previously stated, a new substation would be established within the City's forthcoming Civic Center development. As such, the City has planned to expand its facilities and staff to provide sheriff protection services to future development and population generated with buildout of the City's General Plan, including residential developments such as the proposed project.

Additionally, RCSD would coordinate with the City in its site plan review process for the proposed project. As such, RCSD staff would 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. For example, the proposed project would adhere to Crime Prevention Through Environmental Design (CPTED) principles to the extent feasible, which would deter crime through natural surveillance, territorial reinforcement, natural access control, and target hardening consistent with Policy S-1.7 of the City's General Plan Safety Element.[149] Review by RCSD would reduce potential conflicts or constraints in the RCSD's ability to provide sheriff protection services.

Further, as previously stated, the Applicant would be required to pay Development Impact Fees imposed by the City in accordance with Chapter 110.28 of the City's Municipal Code, as described in **RCM PS-1**. The payment of fair share Development Impact Fees under the proposed project and future projects within the city and the RCSD service area would fulfill requirements to offset the costs

[146] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 3.10-12. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 16, 2025).

[147] City of Eastvale. n.d. Town Center and Civic Center. Website: https://www.eastvaleca.gov/our-city/downtown-and-civic-center (accessed July 16, 2025).

[148] City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 3.10-2. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 16, 2025).

[149] City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 137. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 16, 2025).

of increased personnel or equipment that could be required to ensure the continued availability of police protection services.

As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services. Impacts would be less than significant, and no mitigation is required.

iii. Schools?

Less Than Significant Impact. Educational services are provided to the City of Eastvale by the Corona-Norco Unified School District (CNUSD). CNUSD also serves the cities of Corona, Norco, and Jurupa Valley, as well as unincorporated portions of Riverside County. CNUSD is the largest school district in Riverside County, with an enrollment of approximately 52,384 students for the 2023–2024 school year.[150]

In total, CNUSD operates 31 elementary schools, 2 K-8 academies, 8 intermediate schools, 5 comprehensive high schools, and 6 alternative schools.[151] Based on correspondence from the CNUSD (refer to Appendix I to this IS/MND), school-aged children residing within the project site would be anticipated to attend the following schools based on attendance boundaries:

- **Eastvale Elementary School**, located approximately 0.25 mile east of the project site at 13031 Orange Street in the City of Corona.
- **River Heights Intermediate School**, located approximately 0.13 mile southeast of the project site at 7227 Scholar Way in the City of Eastvale.
- **Eleanor Roosevelt High School**, located approximately 0.25 mile southeast of the project site at 7447 Scholar Way in the City of Eastvale.

CNUSD has established Student Generation Rates that can be used to estimate the number of students that could be attributed to the population increase resulting from the proposed project. Based CNUSD's current Student Generation Rates and the calculations provided in **Table 4.15.A** below, the proposed project is anticipated to contribute 38 new students to Eastvale Elementary School, 11 new students to River Heights Intermediate School, and 23 new students to Eleanor Roosevelt High School.

[150] Education Data Partnership. District Summary—Corona-Norco Unified. Website: https://www.ed-data.org/district/Riverside/Corona--Norco-Unified (accessed July 15, 2025).

[151] Corona Norco Unified School District. 2024. Re: Will Serve Letter, Development: Sumner Place, SC Sumner, LLC, for the Development Located: Southeast Corner of Sumner and Schleisman. April 26.

Table 4.15.A: Anticipated Student Generation

	Elementary School (Grades Kindergarten through 6)	Intermediate School (Grades 7 and 8)	High School (Grades 9 through 12)	Total
Project Units	159			
Student Generation Rate (Per Unit)	0.2379	0.0640	0.1423	
Students Generated	38	11	23	**72**

Source: Corona-Norco Unified School District (CNUSD) *Will Serve Letter, Development: Sumner Place, SC Sumner, LLC for the Development Located: Southeast Corner of Sumner & Schleisman.* (2024). Appendix I.

Correspondence from the CNUSD also indicated that, in the event that the schools listed above are at capacity and cannot accept the anticipated students generated by the proposed project, CNUSD would bus the students to the nearest available school with capacity on the same calendar. As such, students generated by the proposed project could be accommodated within the existing CNUSD school system, including existing facilities and staffing levels.

Further, as previously stated, the Applicant would be required to pay Development Impact Fees imposed by the City in accordance with Chapter 110.28 of the City's Municipal Code, as described in **RCM PS-1.** The payment of fair share Development Impact Fees under the proposed project and future projects within the city and the CNUSD service area would fulfill requirements to offset the costs of increased staff or facilities that could be required to ensure the continued availability of schools.

California Government Code (Section 65995[b]) establishes the base amount of allowable developer fees imposed by school districts. These base amounts are commonly referred to as "Level 1 fees" and are subject to inflation adjustment every two years. School districts are placed into a specific "level" based on school impact fee amounts that are imposed on the development. With the adoption of Senate Bill 50 and Proposition 1A in 1998, schools meeting certain criteria can now adopt Level 2 and 3 developer fees. The amount of fees that can be charged over the Level 1 amount is determined by the district's total facilities needs and the availability of State matching funds. If there is State facility funding available, districts are able to charge fees equal to 50 percent of their total facility costs, termed "Level 2" fees. If, however, there are no State funds available, "Level 3" fees may be imposed for the full cost of their facility needs.[152]

Per California Government Code, "The payment or satisfaction of a fee, charge, or other requirement levied or imposed … are hereby deemed to be full and complete mitigation of the impacts on the provision of adequate school facilities." The project Applicant would be required to pay these development fees in accordance with Government Code 65995 and Education Code 17620. As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in

[152] California State Legislature, Legislative Analyst's Office. *An Evaluation of the School Facility Fee Affordable Housing Assistance Programs, January 2001*. Website: http://www.lao.ca.gov/2001/011701_school_facility_fee.html (accessed June 23, 2023).

order to maintain acceptable service ratios, response times or other performance objectives for schools. Impacts would be less than significant, and no mitigation is required.

iv. Parks?

Less Than Significant Impact. Please refer to Section 4.16, Recreation, of this IS/MND for a discussion and analysis of park and recreational facility impacts based on implementation of the proposed project. While the proposed project includes a private pool, outdoor fitness station, playground, and open lawn area for community residents and their guests, these features would be located within the community gates and would not be open to the public. As such, the proposed project does not include the development of publicly available park/recreational uses on site, nor would it generate more population or growth than anticipated for the city such that impacts to park/recreational facilities would result in the need for new facilities, the development of which could cause a significant environmental effect. Some project residents would be expected to use public recreational facilities located in the vicinity of the project site. However, as discussed in Section 4.16, the Applicant would be required to pay fees in accordance with Government Code Section 66477 (Quimby Act), as summarized in **Regulatory Compliance Measure (RCM) REC-1**, which would fulfill requirements to offset the costs of acquiring, developing, expanding, or maintaining park and recreation facilities in the city as needed.

As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. Impacts would be less than significant, and no mitigation is required.

v. Other public facilities?

Less Than Significant Impact. Other public facilities in the City and County include libraries, animal control, public works departments and City Hall.

As described above, construction of the proposed project would create temporary employment opportunities within the city. It is anticipated that the majority of construction-related employees would come from within the city or surrounding County areas, and that these existing City and County residents already use other public facilities within the city and County, such as libraries, animal control, public works departments and City Hall. Given the duration of construction, it is not anticipated that construction-related employees would relocate to the city as a result of employment. Therefore, construction of the proposed project is not anticipated to result in an increased use of other public facilities within the city.

As discussed in Section 4.14, Population and Housing, of this IS/MND, the proposed project would not induce substantial population growth in the city or region. The proposed project is expected to generate approximately 641 new residents, which represent a minimal contribution to the planned population growth over the next several decades within the city. Further, the Applicant would be required to pay Development Impact Fees imposed by the City in accordance with Chapter 110.28 of the City's Municipal Code, as described in **RCM PS-1**. The payment of fair share Development Impact

Fees under the proposed project and future projects within the city and the County would fulfill requirements to offset the additional burdens created by new development to the City's public facilities.

As such, the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities. Impacts would be less than significant, and no mitigation is required.

Based on the analysis presented above, construction and operation of the proposed project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services, including fire service, police protection, schools, parks, or other public facilities with payment of appropriate Development Impact Fees pursuant to **RCM PS-1**. Impacts would be less than significant, and no mitigation is required.

4.16 RECREATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

4.16.1 Impact Analysis

a. Would the project 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?

Less Than Significant Impact. The proposed project includes the development of a 159-unit townhome community, including recreational spaces such as a private pool, outdoor fitness station, playground, and open lawn area. Because the proposed townhome community would be gated, these facilities would not be available to the public and would be limited to use by community residents and guests. As such, the proposed project does not include the development of publicly available park/recreational uses on site.

Some project residents would be expected to use public recreational facilities located in the vicinity of the project site. The closest public park to the project site is Providence Ranch Park, located approximately 0.29 mile southwest of the project site at 13606 Hollowbrook Way. Providence Ranch Park includes picnic shelters, a playground, soccer and baseball fields, and walking trails. The next closest parks to the project site are Harada Heritage Park and Cedar Creek Park, located approximately 0.31 mile northeast and 0.34 mile northwest and of the project site, respectively. Harada Heritage Park includes picnic shelters, soccer and baseball fields, a skate park, and walking trails. Cedar Creek Park includes picnic tables, grassy fields, a playground, and walking trails.

Public parks within the City of Eastvale are owned and managed by the Jurupa Community Services District (JCSD) and the Jurupa Area Recreation and Park District (JARPD), two independent agencies. The City maintains a performance standard of 5 acres for every 1,000 residents.[153] The city currently contains 18 parks, for a total of approximately 250 acres of parkland. As discussed in Section 4.14, Population and Housing, the City of Eastvale's estimated population as of January of 2025 was 69,799 people.[154] This results in a parks-to-population ratio of approximately 3.6 acres per 1,000 residents,

[153] City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 93. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 21, 2025).

[154] State of California Department of Finance. 2025. Population and Housing Estimates for Cities, Counties, and the State – January 1, 2024, and 2025. May. Website: https://dof.ca.gov/forecasting/demographics/estimates-e1/ (accessed July 18, 2025).

which does not meet the City's performance standard.[155] However, the City has conceptual plans to develop a Grand Park in the future, which would transform approximately 325 acres of land owned by the Orange County Flood Control District (OCFCD) along Hellman Avenue, south of Chandler Street, into a park providing walking trails, gardens, playgrounds, lawns, sports fields, event spaces, and habitat preservation areas. The development of this park would bring the City's parks-to-population ratio to approximately 8.2 acres per every 1,000 residents, which would exceed the City's desired ratio.[156] The City's General Plan also established an additional 1,547 acres of open space land use place types (Water, Open Space – Recreational, and Riverfront Policy Area), which could host future recreational uses.

As discussed in Section 4.14, Population and Housing, the proposed project has the potential to increase the city's population by approximately 641 individuals. Assuming individuals occupying the new residential uses are all new residents of the city, the City's parkland ratio would decrease to 3.5 acres per 1,000 residents;[157] which still does not meet the City's desired parkland-to-resident ratio. However, as discussed above, this ratio would not include the 325 acres of parkland anticipated in the city under the future development of the Grand Park.

Further, California Government Code Section 66477 (Quimby Act) specifically authorizes the City to require dedication of park land or payment of fees in lieu of such dedication in set amounts to meet the needs of the citizens of the community for park land and to further the health, safety and general welfare of the community. The City's process for implementing the Quimby Act is outlined in Section 130.20.020. of the City's Municipal Code. 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, which were previously collected by JCSD. Pursuant to **Regulatory Compliance Measure (RCM) REC-1,** the Applicant would be required to pay the City's Quimby Fees for future park maintenance and development, which would be utilized (as determined appropriate by the City) for the acquisition, development, expansion, or maintenance of park and recreation areas in the city under separate actions. 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 parkland 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 Applicant's payment of Quimby Act fees, as summarized in **RCM REC-1**, would fulfill requirements to offset the costs of acquiring, developing, expanding, or maintaining park and recreation facilities in the city as needed. With adherence to **RCM REC-1**, the proposed project would not 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. Impacts would be less than significant, and no mitigation is required.

[155] 250 acres ÷ (69,799 residents ÷ 1,000) = approximately 3.6 acres per every 1,000 residents
[156] 575 acres ÷ (69,799 residents ÷ 1,000) = approximately 8.2 acres per every 1,000 residents
[157] 250 acres ÷ (70,440 residents ÷ 1,000) = approximately 3.5 acres per every 1,000 residents

Regulatory Compliance Measure:

RCM REC-1 **Quimby Act Fees.** Pursuant to Section 130.20.020 of the City of Eastvale Municipal Code, prior to the final inspection of any building permit, unless otherwise authorized by the Mitigation Fee Act, the applicable Quimby Act fee for residential development shall be paid in full by the project Applicant as calculated by the City. Building permits shall be issued by the City after receiving proof of the appropriate Quimby Act Fees have been paid in full.

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Less Than Significant Impact. The proposed project does not include the development or expansion of any off-site recreational facilities; therefore, no off-site effect on the environment associated with the construction or expansion of recreational facilities would occur. Quimby Act fees to be collected by the City for the proposed project would be used to acquire, develop, expand, or maintain park and recreation facilities in the city as needed; however, these actions would undergo project-specific environmental reviews as necessary.

As previously discussed, the proposed townhome community would include recreational facilities such as a private pool, outdoor fitness station, playground, and open lawn area. Because these features are part of the proposed project, their potential environmental effects are addressed as part of this IS/MND. As discussed elsewhere in this document, all of the proposed project's significant impacts can be mitigated to less than significant levels. Therefore, impacts would be less than significant, and no mitigation is required.

4.17 TRANSPORTATION

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☒	☐
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
d. Result in inadequate emergency access?	☐	☒	☐	☐

The analysis presented in this section is based upon information from the *Sumner Place Focused Traffic Assessment* (Focused Traffic Assessment),[158] *Sumner Place Vehicle Miles Traveled (VMT) Screening Evaluation* (VMT Memo),[159] and *Sumner Place Queuing Evaluation* (Queuing Evaluation)[160] prepared for the proposed project by Urban Crossroads, Inc. in July 2025. These reports are included as Appendices J-1, J-2, and J-3 to this IS/MND, respectively.

4.17.1 Impact Analysis

a. Would the project conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

4.17.1.1 Roadway Facilities

Less Than Significant Impact. Improvements to the existing traffic circulation system under the proposed project include construction of the two driveways proposed respectively along Sumner Avenue and Orange Street, as well as off-site improvements to Schleisman Road, Sumner Avenue, and Orange Street including restriping, curb modifications, and the installation of curbs, gutters, medians, and sidewalks.

It should be noted Schleisman Avenue is already planned for improvements under the separate Schleisman Road Mobility, Safety and Connectivity Project.[161] These planned improvements include pedestrian walkways, installation of a landscaped median, and restriping to accommodate additional lanes. Proposed improvements to Schleisman Road under the proposed project include the installation of curbs and gutters and the relocation of two existing traffic signals at the southwest

[158] Urban Crossroads. *Sumner Place Focused Traffic Assessment*. June 16, 2025.
[159] Urban Crossroads. *Sumner Place Vehicle Miles Traveled (VMT) Screening Evaluation.* June 27, 2025.
[160] Urban Crossroads. *Sumner Place Queuing Evaluation.* June 25, 2025.
[161] Under this separate project, the City is considering the development of approximately 1 mile of Class I trail/pathways on Schleisman Road between Hamner Avenue and Sumner Avenue to enhance mobility, safety, and connectivity in the community.

corner of the intersection of Schleisman Avenue and Sumner Road from their current locations to match the new curb configuration per the Schleisman Road Mobility, Safety, and Connectivity Project.

Under existing conditions, the portion of Sumner Avenue adjacent to the project site generally provides one through lane of travel in each direction, in addition to several turn pockets and a middle two-way left-turn lane. Proposed improvements to Sumner Avenue under the proposed project include restriping and curb modifications to accommodate one additional lane of traffic in the southbound direction for a total of two lanes and two additional lanes of traffic in the northbound direction for a total of three lanes. A raised median would also be installed to separate each direction of traffic, with an opening near the project's main gated entrance along Sumner Avenue to ensure accessibility from both directions. In addition to relocating the two existing traffic signals at the intersection of Sumner Avenue and Schleisman Road, the project would also relocate one existing traffic signal at the northeastern corner of the intersection of Sumner Avenue and Orange Street.

Under existing conditions, the portion of Orange Street adjacent to the project site generally provides one lane of travel in each direction and does not provide any additional turning lanes. Proposed improvements to Orange Street under the proposed project include removal of existing gutters and the installation of new curbs and gutters. Orange Street would also be restriped to accommodate an additional lane of traffic in each direction, for a total of two lanes in each direction, and to ensure access to the project site's secondary gated entrance along Orange Street.

The City of Eastvale's General Plan classifies the different roadway types found in the city based on size and other characteristics. According to Figure MC-2, Roadway Classification Diagram, of the City's General Plan,[162] Sumner Avenue is classified as a Major Collector, which consists of 4 travel lanes, a center striped median, and dedicated turn lanes. Major Collector roadways are designed to move traffic from local streets to arterial roadways. Schleisman Road is classified as an Urban Arterial, which consists of 4 to 6 travel lanes, a raised center median, dedicated turn lanes, and parking lanes on both sides. These roadways are typically used to provide access to employment and retail centers but can also pass through residential areas. The City's General Plan does not provide a classification for Orange Street. The improvements to Schleisman Road, Sumner Avenue, and Orange Street under the proposed project would not otherwise conflict with the City's Roadway Classification Diagram and would not interfere with the City's circulation system.

Chapter 130.08 of the City's Municipal Code establishes design standards for public streets, curbs, gutters, and sidewalks.[163] The City's Public Works Department is responsible for designing and maintaining the City's public infrastructure, including the development of streets, sidewalks, traffic signals, traffic signs, and storm drain inlets.[164] All frontage, roadway and other infrastructure

[162] City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 53. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 1, 2025).

[163] City of Eastvale, California – Code of Ordinances. Part B, Title 130, Chapter 130.08 – Design Standards. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT130SU_CH130.08DEST (accessed July 1, 2025).

[164] City of Eastvale. Public Works Department. Website: https://www.eastvaleca.gov/government/community-development/public-works (accessed July 1, 2025).

improvements would be designed and constructed in conformance with established City standards, as verified through the plan check process.

Revisions to *State CEQA Guidelines* resulting from passage of Senate Bill (SB) 743 removed the consideration of vehicle delay and level of service (LOS) as a required topic under CEQA and replaced it with vehicle miles traveled (VMT) as the applicable metric against which impacts to transportation are evaluated. A project-specific Focused Traffic Assessment (Appendix J-1) addressing the proposed project's effect on LOS and a VMT Memo (Appendix J-2) addressing the proposed project's effect on VMT were both prepared for the proposed project. These analyses were conducted to satisfy the requirements for a traffic analysis established in the *City of Eastvale Traffic Impact Analysis Guidelines*[165] (City Traffic Guidelines). While LOS and congestion are no longer considered in CEQA documents, the City has adopted LOS policies and standards in its General Plan. As discussed in the Focused Traffic Assessment, the proposed project would generate a total of 1,072 daily trips, including 63 a.m. peak hour trips and 55 p.m. peak hour trips. The recommended improvements stated in the Focused Traffic Assessment required to offset the project's effects on LOS and congestion are addressed through the imposition of conditions of approval on the project, thereby ensuring that General Plan standards related to congestion on the City's circulation system are appropriately addressed. Therefore, traffic operation (circulation) impacts would be less than significant, and mitigation is not required.

4.17.1.2 Bicycle Facilities

At the time the City's General Plan was prepared, the city had 10 miles of bike lanes and approximately 3 miles of multi-use paths.[166] According to Figure 2-5 of the City of Eastvale Bicycle Master Plan,[167] Sumner Avenue contains existing Class II bicycle lanes between Blossom Way and Citrus Street, which includes the portion of Sumner Avenue along the project site frontage. Class II bicycle lanes are defined in the City's General Plan as "on-street facilities that are delineated by painted stripes and stencils. Bike lanes may include buffer striping to provide greater delineation between bicyclists and parked or moving vehicles".[168] In addition, the City's General Plan also lists roadway "typologies" to describe the intended uses and character of roadways within the city. According to Figure MC-7 of the City's General Plan,[169] the portions of both Sumner Avenue and Schleisman Road along the project site frontages are categorized as Proposed Active Corridors. Active corridors are described in the General Plan as roadways that connect residents with key community destinations and should provide comfortable walking and biking infrastructure and features such as protected bike lanes, bike parking, conflict zone bike lane striping, wayfinding, street furniture, shade, enhanced crosswalks, and/or wider sidewalks.

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165 City of Eastvale. 2020. *Traffic Impact Analysis Guidelines.* November.

166 City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 48. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 1, 2025).

167 City of Eastvale. 2016. *City of Eastvale Bicycle Master Plan*, Page 31. February. Website: https://www.eastvaleca.gov/home/showpublisheddocument/5873/636238895270400000 (accessed July 1, 2025).

168 City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 48. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 1, 2025).

169 City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 59. March 27. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 1, 2025).

As previously stated, the proposed project includes lane restriping curb modifications along Sumner Avenue as part of off-site roadway improvements. However, the restriping would include Class II bike lanes in each direction, as under existing conditions. As such, the proposed project would maintain the existing Class II bicycle lanes along Sumner Avenue and would not affect or preclude the City's future plans to develop such facilities in accordance with the designation of Sumner Avenue and Schleisman Road as Proposed Active Corridors. Therefore, implementation of the proposed project would not significantly impact existing or planned bicycle facilities, programs, plans, or policies addressing bicycle facilities. Impacts would be less than significant, and mitigation is not required.

4.17.1.3 Pedestrian Facilities

The proposed project would include new internal circulation sidewalks surrounding and between each cluster of townhomes, providing pedestrians with access from surface parking areas to the proposed townhomes or community spaces. Pedestrian sidewalks would be designed in a manner compliant with all applicable Americans with Disabilities Act (ADA) curb cut and driveway regulations and would be lined with ornamental landscaping where feasible to improve the pedestrian experience.

In addition to the pedestrian facilities proposed within the community, the proposed project also includes pedestrian improvements along the project site frontages with Orange Street and Sumner Avenue through the development of standard landscaped sidewalks. Other pedestrian improvements, including a landscaped meandering sidewalk, as well as a separate walking path, would be provided along the southern curb of Schleisman Road under the separate Schleisman Road Mobility, Safety and Connectivity Project.

Sidewalks along the project site frontages would include connections to the internal pedestrian walkway network to provide access to each townhome unit. Proposed sidewalks would provide pedestrian access to crosswalks at the intersection of Sumner Avenue and Schleisman Road. As such, implementation of the proposed project would help fill in gaps in the City's sidewalk network and would facilitate pedestrian access to nearby transit stops across Schleisman Road, as discussed further below in Section 4.17.1.4.

Therefore, implementation of the proposed project would not significantly impact existing or planned pedestrian facilities, programs, plans, or policies addressing bicycle facilities. Impacts would be less than significant, and mitigation is not required.

4.17.1.4 Transit Facilities

Transit service within the city is provided by Riverside Transit Agency (RTA). As depicted in Figure MC-1 of the City's General Plan,[170] the project site is located directly along RTA Route 3, which travels north-south along Sumner Avenue and has several stops in the vicinity of the project site. The closest bus stop to the project site is approximately 150 feet north of the project site along the eastern curb of Sumner Avenue, just north of its intersection with Schleisman Road. This bus stop is approximately 1,090 feet north of the project site, further along the eastern curb of Sumner Avenue than the previous stop. Both RTA bus stops are accessible from the project site under existing conditions via

[170] City of Eastvale. 2024. *Eastvale General Plan 2040*, Page 50. March 27. Website: https://www.eastvale ca.gov/home/showpublisheddocument/17340/638538605697900000 (accessed July 1, 2025).

ADA-complaint sidewalks and a striped crosswalk from the project site to the northern side of Schleisman Road.

Route 3 operates on weekdays and weekends with 1.5 to 2-hour headway. Route 3 provides transportation between the cities of Eastvale, Norco, and Corona. Route 3 also provides a connection to Route 29, which provides transportation to the City of Riverside, with a station located at the Riverside Metrolink train station. Metrolink, which is operated by the Southern California Regional Rail Authority, provides commuter rail services between the counties of Ventura, Los Angeles, San Bernardino, Orange, Riverside, and north San Diego. Route 20 operates on weekdays and weekends with 1-hour headway. As such, the project site provides access to both local and regional transit options. Implementation of the proposed project would not interfere with the operation of Routes 3 or 29. Pedestrian access to both of the RTA bus stops closest to the project site would be maintained and enhanced as a result of the pedestrian improvements associated with the proposed project, as discussed above in Section 4.17.1.3.

As previously stated, the City's General Plan describes various roadway "typologies" to describe the intended uses and character of roadways within the city. According to Figure MC-9 of the City's General Plan, the portion of Schleisman Avenue along the project site frontage is designated as a Proposed Transit Corridor. As such, the City has plans to improve transit facilities along Schleisman Avenue in the future. The proposed project would not preclude the future development of and would provide accessible and appealing pedestrian access along the project site frontage with Schleisman Road, which could be utilized in the future by transit riders. Therefore, implementation of the proposed project would not significantly impact existing or planned transit facilities, programs, plans, or policies addressing bicycle facilities. Impacts would be less than significant, and mitigation is not required.

Based on the analysis presented above, the proposed project would not conflict with any applicable program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. Impacts would be less than significant, and no mitigation is required.

b. Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Less Than Significant Impact. SB 743 was signed into law by California Governor Jerry Brown on September 27, 2013. SB 743 directed the Governor's Office of Land Use and Climate Innovation, (formerly the Governor's Office of Planning and Research [OPR]) to establish new CEQA guidance for jurisdictions that removes the LOS method, which focuses on automobile vehicle delay and other similar measures of vehicular capacity or traffic congestion, from CEQA transportation analysis. In place of LOS, VMT, or other measures that promote "the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses," are now used as the basis for determining significant transportation impacts in the State.

As part of a January 2018 update to the *State CEQA Guidelines*, Section 15064.3 codifies that project-related transportation impacts are typically best measured by evaluating the project's VMT. Specifically, subdivision (b) focuses on specific criteria related to transportation analysis. Subdivision (b)(2) addresses VMT associated with transportation projects and states that projects that reduce VMT, such as pedestrian, bicycle, and transit projects, should be presumed to have a less than

significant impact. Subdivision (b)(4) stipulates that lead agencies have the discretion to formulate a methodology that would appropriately analyze a project's VMT.

The City Traffic Guidelines[171] establish VMT analysis methodology and thresholds for the City pursuant to SB 743 and are based in part on the Western Riverside Council of Governments (WRCOG) VMT Screening Tool.[172] The City Traffic Guidelines list three screening criteria that can be used to eliminate the need for a project-level assessment. If a project meets at least one of the three screening criteria, it can be considered to have a less than significant impact on transportation and circulation and no further VMT analysis is required. The screening criteria are as follows:

1. **Transit Priority Area Screening:** This criterion applies to projects located within a Transit Priority Area (TPA) or a High-Quality Transit Area (HQTA), meaning they are within 0.5 mile of an existing major transit stop[173] or an existing stop along a high-quality transit corridor,[174] respectively. Using the WRCOG VMT Screening Tool, the VMT Memo determined that the project site is not located within a TPA or HQTA. As such, the Transit Priority Area Screening is not applicable to the proposed project.

2. **Low VMT Area Screening:** This criterion applies to residential and office projects located in areas with low VMT that exhibit similar features to other land uses within these areas. Using the WRCOG VMT Screening Tool, the VMT Memo determined that the individual traffic analysis zone (TAZ) in which the project site is located generates 13.4 VMT per capita, which falls below the City's VMT threshold of 17.3 VMT per capita, meaning the TAZ is considered a low VMT area. As such, the Low VMT Area Screening is applicable to the proposed project.

3. **Project Type Screening:** This criterion applies to projects that include local-serving retail uses less than 50,000 square feet or local essential services such as public schools. As stated in Section 2.0, Project Description, the proposed project consists of a gated residential community and does not propose any local serving uses. As such, the Project Type Screening is not applicable to the proposed project.

Because the proposed project meets the Low VMT Area Screening criterion contained in the City Guidelines as detailed above, the VMT Memo determined that the proposed project is exempt from further VMT analysis and can be presumed to have a less than significant impact under CEQA with

171 City of Eastvale. 2020. *Traffic Impact Analysis Guidelines.* November.

172 Western Riverside Council of Governments. 2025. WRCOG VMT Tool. Website: https://fehrandpeers.maps.arcgis.com/apps/webappviewer/index.html?id=4e34ad3196464c8086c881189237b25c (accessed July 1, 2025).

173 Public Resources Code, § 21064.3 ("'Major transit stop' means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.").

174 Public Resources Code, § 21155 ("For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.").

respect to VMT.[175] As such, the proposed project would not conflict or be inconsistent with *State CEQA Guidelines* Section 15064.3, subdivision (b), and no mitigation is required.

c. 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 Impact. As previously stated, the proposed project would be served by two full-access driveways, which would connect to an internal circulation roadway providing vehicular access to the proposed townhomes and community facilities. The proposed driveways and internal circulation roadway would be designed in a manner consistent with minimum road width and turn radius requirements set forth by the City and Riverside County Fire Department (RCFD).

According to the Queuing Evaluation, the main access gate along Sumner Avenue would provide approximately 65 feet of stacking for two lanes of vehicles (one for residents and one for guests). Under the project, a southbound left turn lane would also be added along Sumner Avenue to allow additional traffic without blocking through traffic. The second gate, which would provide resident access only, would provide approximately 49 feet of stacking for one lane. The Queuing Evaluation ultimately found that based on the estimated traffic volumes and stacking capacity of lanes and turn pockets, both project driveways would provide sufficient storage area to prevent significant queuing on Sumner Avenue and Orange Street. Therefore, the proposed project would not substantially contribute to vehicle queuing that could exceed the capacity of turn lanes and create hazards to through traffic along roadways serving the project site.

The project proposes to develop a residential townhome community on a property generally surrounded by other residential uses. As such, the proposed project would be consistent with surrounding land uses and available infrastructure and would not introduce any incompatible uses to the project site or the project site vicinity. Therefore, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses. Impacts would be less than significant

d. Would the project result in inadequate emergency access?

Less Than Significant with Mitigation Incorporated. The project was evaluated for short-term construction and long-term operational impacts from traffic, as described below.

Construction. Construction activities associated with the proposed project may affect emergency access and response times, due to temporary detour routes and temporary road/pedestrian/bicycle facility closures in the vicinity of the project site. However, construction equipment would be staged within the project site to the extent feasible and would not obstruct public right-of-way. Further, during periods of construction necessitating partial road closures, the Applicant would be required to implement a Traffic Management Plan (TMP) along affected roadway segments, which may include Orange Street, Sumner Avenue, and Schleisman Road. As required under **Mitigation Measure (MM) TRA-1**, the TMP would minimize temporary impacts to emergency access and evacuation routes during the construction process through measures such as construction signage, temporary striping,

[175] Urban Crossroads. 2025. *Sumner Place Vehicle Miles Traveled (VMT) Screening Evaluation.* Page 2. June 27.

and the use of a construction flag-person to direct traffic. With implementation of **MM TRA-1**, construction of the proposed project would not result in inadequate emergency access, and impacts would be reduced to a less than significant level.

Operation. In accordance with the 2022 California Fire Code (CFC), project structures, access, and on-site features would be designed, constructed, and maintained to allow appropriate emergency/ evacuation access to and from the project site. Chapter 110.20 of the City's Municipal Code adopts and incorporates the 2022 CFC, with the inclusion of minor amendments as set forth in Section 110.20.020. This chapter includes provisions for fire apparatus access roads, including an unobstructed width of not less than 24 feet, exclusive of shoulders, except for approved security gates in accordance with [CFC] Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches.[176] As previously discussed, vehicular access to the project site would be provided via two gated full access driveways. Both driveways would also act as fire access points in the event of an emergency and would be designed to accommodate fire trucks and apparatuses, as would the internal circulation roadway. It should be noted that the proposed gates would be electronically operated and would be equipped with an emergency override to ensure emergency and fire access. These gates would be designed to allow access to gate equipment or another method to open the gate in the event of a power failure. Further, final site plans would be subject to review and approval by the City, RCFD, and RCSD to ensure adequate emergency vehicle access to and within the project site prior to the issuance of building permits. If additional features are required, the proposed project would incorporate them as conditions of approval.

Because the project would implement a TMP to ensure emergency access during construction and would comply with all applicable emergency access road design requirements, the proposed project would not result in inadequate emergency access, and impacts would be reduced to a less than significant level.

Mitigation Measure:

MM TRA-1 **Traffic Management Plan.** Prior to the initiation of construction, the project Applicant shall prepare a Traffic Management Plan (TMP) for approval by the City of Eastvale Traffic Engineer. The TMP shall comply with state standards set forth in the *California Manual of Uniform Traffic Control Devices* and shall include measures such as construction signage, limitations on timing for lane closures to avoid peak hours, temporary striping plans, and the need for a construction flag-person to direct traffic during heavy equipment use. The TMP shall specify that one lane of travel in each direction must always be maintained for Sumner Avenue, Orange Street, and Schleisman Road throughout project construction. The TMP shall be incorporated into project specifications for verification prior to final plan approval.

[176] City of Eastvale. Eastvale, California – Code of Ordinances. Part B, Title 110, Chapter 110.20 – Fire Code. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTBLADECO_TIT110BUCO_CH110.20FICO (accessed July 1, 2025).

4.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)? Or	☐	☒	☐	☐
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

4.18.1 Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

Or

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

Less Than Significant with Mitigation Incorporated. Effective July 1, 2015, Assembly Bill (AB) 52 requires meaningful consultation with California Native American Tribes on potential impacts to Tribal Cultural Resources, as defined in Public Resources Code Section 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical Resources or included in a

local register of historical resource. Per Public Resources Code Section 21080.3.1, a tribe must submit a written request to the relevant lead agency if it wishes to be notified of proposed projects in its traditionally and culturally affiliated area. The lead agency must provide written formal notification to the tribes that have requested it within 14 days of determining that a project application is complete or of deciding to undertake a project. The tribe must respond to the lead agency within 30 days of receipt of the notification if it wishes to engage in consultation on the project, and the lead agency must begin the consultation process within 30 days of receiving the request for consultation. Consultation concludes when either (1) the parties agree to mitigation measures to avoid a significant effect, if one exists, on a tribal cultural resource, or (2) a party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. AB 52 also addresses confidentiality during tribal consultation per Public Resources Code Section 21082.3(c).

California Government Code Section 65352.3 (adopted pursuant to the requirements of Senate Bill [SB] 18) requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a General or Specific Plan. The tribal organizations eligible to consult have traditional lands in a local government's jurisdiction and are identified, upon request, by the Native American Heritage Commission (NAHC). As noted in the Governor's Office of Land Use and Climate Innovation's *Tribal Consultation Guidelines, Supplement to General Plan Guidelines* (2005), "The intent of SB 18 is to provide California Native American tribes an opportunity to participate in local land use decisions at an early planning stage, for the purpose of protecting, or mitigating impacts to, cultural places."

As discussed in Section 2.0, Project Description, one of the discretionary actions proposed under the project is a General Plan amendment to change the land use designation of the project site from Commercial Retail (CR) to Multi-Family - Low-Moderate (MF-LM; 20.1-40 dwelling units per acre [du/ac]). Because the proposed project includes a General Plan amendment, it is subject to the provisions of SB 18 in addition to AB 52.

The NAHC is a State agency that maintains the Sacred Lands File (SLF), an official list of sites that are of cultural and religious importance to California Native American tribes. As discussed in the Cultural Resources Assessment prepared for the proposed project (Appendix C-2 under confidential cover), the City requested a current tribal consultation contact list from the NAHC on February 3, 2025, pursuant AB 52 and SB 18. The NAHC provided a response on Friday, February 14, 2025, providing a current tribal contact list. The City also contacted the NAHC on October 9, 2025, to request a SLF search for the project site. The NAHC responded on October 17, 2025, indicating that the results of the SLF search were negative. However, because the absence of specific site information in the SLF does not necessarily confirm the absence of cultural resources in the project area, the NAHC recommended that the City engage in formal tribal consultation.

Formal AB 52 and SB 18 notification letters were distributed to local Native American tribes contained in the list provided by NAHC as well as those that are traditionally and culturally affiliated with the geographic area of the proposed project and have previously requested to be notified of future projects proposed by the City. The letters were sent via certified mail on February 18, 2025, and provided each tribe with an opportunity to request consultation with the city regarding the proposed project. The purpose of this effort was to provide Native American tribes with the opportunity for meaningful participation and to identify known tribal cultural resources on or near the project site.

The record of tribal consultation efforts is compiled as Appendix K under confidential cover in this IS/MND but is available for review at Eastvale City Hall (12363 Limonite Avenue, Suite 900, Eastvale, CA 91752). Representatives of the following tribal groups received letters pursuant to AB 52 and SB 18:

- Agua Caliente Band of Cahuilla Indians
- Cahuilla Band of Indians
- Gabrieleño Band of Mission Indians - Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino/Tongva Nation
- Gabrielino-Tongva Tribe
- Juaneño Band of Mission Indians Acjachemen Nation – Belardes
- Pala Band of Mission Indians
- Pechanga Band of Indians
- Quechan Indian Tribe of the Fort Yuma Reservation
- Rincon Band of Luiseno Indians
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians

In compliance with AB 52, tribes had 30 days from the date of receipt of notification to request consultation on the proposed project. In compliance with SB 18, tribes had 90 days from the date of receipt of notification to request consultation on the proposed project. The period to respond to the City's consultation request ended on May 19, 2025. The City sent a follow-up email to tribes that had not yet responded on March 5, 2025.

Information provided through the AB 52 and SB 18 tribal consultation processes typically informs the assessment as to whether tribal cultural resources are present within the project site and the significance of any potential impacts to such resources. Email responses were received during the open tribal consultation period from representatives of the following tribal groups:

1. Agua Caliente Band of Cahuilla Indians (February 18, 2025)
2. Quechan Indian Tribe of the Fort Yuma Reservation (February 18, 2025)
3. Santa Rosa Band of Cahuilla Indians (February 18, 2025)
4. Rincon Band of Luiseño Indians (February 25, 2025)
5. Gabrieleño Band of Mission Indians - Kizh Nation (March 5, 2025)
6. Pala Band of Mission Indians (March 13, 2025)
7. Gabrielino Tongva Indians of California Tribal Council (April 28, 2025)

Of these responses, only the representative of the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh Nation) requested to initiate the formal consultation process with the City; stating that the project site is located within the Kizh Nation Ancestral Tribal Territory. The other responding tribes declined to pursue further consultation regarding the proposed project.

The City contacted a representative of the Kizh Nation via email on March 5, 2025, to initiate the formal consultation process and to request information pertaining to the potential for tribal cultural resources to exist within the project site. The City engaged in good-faith consultation with the Kizh Nation, which involved email communication, conference calls, and the exchange of information between City staff and representatives of the Kizh Nation on March 26, April 15, April 16, April 17, April 22, April 28, May 8, May 12, June 30, July 1, August 11, August 20, and August 21, 2025. A mutual

agreement could not be reached as a result of consultation, and City staff marked the official closure of consultation efforts in a letter dated August 11, 2025, which was sent via email to representatives of the Kizh Nation. The Kizh Nation requested via email on August 11, 2025 that consultation continue, but the City replied via email on August 20, 2025 that mutual agreement cannot be reached based on the City's choice not to specify the Kizh Nation in the mitigation measures as the only tribe that has the authority to approve the Native American Monitor used during the project. Despite the Kizh Nation requesting via email on August 21, 2025 a follow-up meeting with City staff to continue consultation, the City has determined that consultation regarding the mitigation measures shall be concluded given the good faith and reasonable effort of the City in consulting with the Kizh Nation, and given that a mutual agreement cannot be reached on this final point of disagreement between the parties. The mitigation measures prescribed below have been crafted to avoid exclusion, and to ensure that all tribes traditionally and culturally affiliated with the geographic area are protected.

As a result of consultation with the California Native American tribes identified by the NAHC, including the Gabrieleño Band of Mission Indians - Kizh Nation, no resources were identified requiring evaluation as potential tribal cultural resources as defined by Public Resources Code Section 21074. Neither the Kizh Nation, nor any other tribe, has identified any "sites, features, places, cultural landscapes, sacred places, and objects that hold cultural value for a California Native American tribe" within the project site or that otherwise have the potential to be impacted by the proposed project.

Further, as discussed in Section 4.5, Cultural Resources, no known cultural resources have been documented within the project site boundaries or in the direct vicinity of the project site based on archival research and field surveys. In addition, limited potential exists for the proposed project to impact tribal cultural resources due to prior disturbance from past grading and development activities on the project site and surrounding areas. Nevertheless, the proposed project would conservatively adhere to **Mitigation Measure (MM) CUL-1.** Pursuant to **MM CUL-1,** in the event that previously undocumented cultural resources are encountered during construction activities, a qualified archaeologist would be consulted to determine appropriate treatment of the discovery. Further, **Regulatory Compliance Measure (RCM) CUL-1,** also identified in Section 4.5, sets forth procedures for handling inadvertent discoveries of human remains, including those determined to be Native American.

In order to further mitigate potential impacts on resources that could be discovered during project construction, **MMs TCR-1 through TCR-3** have been developed in coordination with the tribes, City, and Applicant. **MMs TCR-1 through TCR-3** would be implemented to reduce potential impacts to tribal cultural resources to less than significant levels. As such, based on the information presented above and with adherence to **RCM CUL-1** and incorporation of **MM CUL-1, MMs TCR-1, TCR-2, and TCR-3,** impacts related to a substantial adverse change in the significance of a tribal cultural resource would be less than significant.

Mitigation Measures:

MM TCR-1 **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.** The project applicant/lead agency shall retain a Native American Monitor from or approved by the consulting tribe(s) or any other California Native American tribe that is traditionally and culturally affiliated

with the geographic area of the project (collectively "Tribe(s)"), and that if more than one tribe is interested in monitoring, a rotation may be established at the discretion of the City. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

A copy of the executed monitoring agreement shall be submitted to the City prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe(s). Monitor logs will identify and describe any discovered archaeological finds, including but not limited to, Native American cultural and historical artifacts, archaeological features, places of significance, etc., as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City upon written request to Tribe(s).

On-site tribal monitoring shall conclude upon one of the following: (1) written confirmation from a designated point of contact for the project applicant that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; (2) a determination and written notification by the Tribe(s) to the City that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact tribal cultural resources; or (3) a determination by the City, given in writing to interested parties, that the project has no potential to impact significant resources. In its authority as lead agency, the City shall resolve conflicts in the event of a disagreement whether to continue or discontinue monitoring.

MM TCR-2 **Unanticipated Discovery of Native American Cultural Resource Objects (Non-Funerary/Non-Ceremonial).** Upon discovery of any resources of Native American origin, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the resources have been appropriately evaluated and treated. A

determination of the final disposition of any artifacts will be made with the consultation with the Tribe(s), and is anticipated to include repatriation.

MM TCR-3 **Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial Objects.** Native American human remains "may be an inhumation or cremation, and in any state of decomposition or skeletal completeness" (PRC 5097.98 (d)(1)). Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.

If Native American human remains and/or grave goods are discovered or recognized on the project site, then work will halt within 50 feet of the find and Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.

Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).

Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods. If preservation in place is not feasible, then the project archaeologist, working in consultation with the Most Likely Descendant and, if applicable, other interested tribal governments, will prepare and execute a treatment plan to be approved by the City in compliance with the Archaeological Mitigation Plan developed under **Mitigation Measure CUL-1**. It is anticipated that treatment will consist of respectful excavation and repatriation of only those remains which will be impacted by the project.

Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

4.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. 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?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. 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?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

The most recent version of California Emissions Estimator Model (CalEEMod) (Version 2022.1.1.29) was used to estimate the proposed project's anticipated utility demands. The CalEEMod output sheets are presented in the AQ/GHG Assessment and provided in Appendix A.

4.19.1 Impact Analysis

a. 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 Impact.

The proposed project would develop a 159-unit gated townhome community, including community facilities such as a pool, fitness center, and playground. The project site is in an urbanized area characterized largely by single-family residential development, and existing utilities and infrastructure are available for interconnection generally adjacent to or close to the project site. Further, the existing single-family residences on the project site are served by utilities under existing conditions.

Water. Domestic water service to the project site would be provided by the Jurupa Community Services District (JCSD). JCSD provides potable water, wastewater, and recycled water services to a service population of approximately 33,000 households within a service area of approximately 40.8

square miles, which covers all of the City of Eastvale, approximately 65 percent of the City of Jurupa Valley, and small portions of the City of Norco and unincorporated Riverside County.[177]

JCSD's potable water supply consists primarily of groundwater from the Chino Groundwater Basin, which lies directly beneath the JCSD service area. JCSD has 18 active groundwater wells in addition to seven active non-potable water wells. In addition, JCSD receives a small amount of non-potable water for irrigation purposes from the Riverside South Basin, located adjacent to the Chino Groundwater Basin.[178] In addition, the city's groundwater supply is supplemented by imported water and surface water purchased from the Metropolitan Water District of Southern California (MWDSC) through the Municipal Water District of Orange County (MWDOC). In the event of a water shortage, JCSD can access groundwater held in storage in the Chino Groundwater Basin and may exceed, if necessary, JCSD's allocated share of the safe yield. JCSD can also access emergency supplies through connections with neighboring water suppliers.

At the time JCSD's 2020 Urban Water Management Plan (UWMP) was prepared, JCSD's service population was approximately 130,546 persons, and total water demand was 28,505 acre-feet of potable water and 767 acre-feet of non-potable irrigation water, for a total of 29,272 acre-feet. JCSD anticipates that its service population will increase to approximately 171,300 persons by 2040, when JCSD's service area will be "built-out" at a medium residential density. This represents an approximately 31 percent increase in service population over a two-decade period. According to the 2020 UWMP, total water demand at buildout in 2040 is estimated to be approximately 36,495 acre-feet per year.[179]

Short-term demand for water is anticipated to occur during project construction, associated with dust control, soil compaction, cleaning of tools or equipment, and construction worker use. However, this water use would be relatively minimal and would cease with completion of the proposed project. The proposed project would include additional connections to the existing water main located beneath Sumner Avenue to fulfill its operational water demand. According to the CalEEMod output for the proposed project, the proposed project is anticipated to generate an indoor water demand of approximately 6,554,425 gallons (approximately 20.1 acre-feet) annually and an outdoor (non-potable) water demand of approximately 194,708 gallons (approximately 0.6 acre-feet) annually, for a total combined water demand of 6,749,133 gallons (20.7 acre-feet) annually. As such, water demand generated by the proposed project would represent a minimal contribution to the overall water demand within the JCSD service area. Specifically, total water demand generated by the proposed project would amount to approximately 0.07 percent[180] of the service area's 2020 demand and 0.07 percent[181] of the service area's 2040 demand.

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177 Jurupa Community Services District. About JCSD Water. Website: https://www.jcsd.us/YourDistrict/Water/AboutJCSDWater/ (accessed June 19, 2025).

178 Jurupa Community Services District. 2021. *2020 Urban Water Management Plan*. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

179 *Ibid.* Page 1-7.

180 (20.7 acre-feet ÷ 29,272 acre-feet) * 100 = approximately 0.07 percent

181 (20.7 acre-feet ÷ 36,495 acre-feet) * 100 = approximately 0.06 percent

It is anticipated that the operational water demand for the proposed project can be met within JCSD's existing service capacity, and any potential increase in water demand could be adequately served by existing water supply infrastructure serving the area, with the exception of minor connections to facilities adjacent to the project site. Further, the City's plan review process requires the Applicant to acquire a Sewer and Water Availability Letter from Riverside County Environmental Health Department (EHD) and JCSD to confirm the provider's ability to serve the proposed project.

The proposed project would be required to comply with the principles of the State Model Water Efficient Landscape Ordinance, which require improvements in the efficiency of water use in existing and new urban irrigated landscapes. The California Department of Water Resources (DWR) maintains a Model Water Efficient Landscape Ordinance (MWELO) (California Code of Regulations [CCR] 490 23 et seq.) after which local jurisdictions can model their ordinances. The City has adopted Water Efficient Landscape Regulations, as codified in Chapter 14.24 of the City's Municipal Code,[182] to enforce the State mandate. The proposed project is subject to this ordinance and would be required to implement water-efficient landscaping design (i.e., drought-tolerant landscaping) within the project site. As such, project-related water demand would not cause the existing water supply to be exceeded during construction or operations of the proposed project. Impacts related to water facilities would be less than significant, and no mitigation is required.

Wastewater. Sanitary sewer service at the project site would also be provided by JCSD. JCSD's wastewater infrastructure includes approximately 370 miles of collection pipelines, nine active life stations, and two standby lift stations.[183]

Wastewater collected within the JCSD service area is treated at one of two wastewater treatment plants: the City of Riverside Regional Water Quality Control Plant (WQCP) or Orange County Sanitation District (OCSD) Reclamation Plant No. 1 in Fountain Valley. Based on the location of the project site, wastewater generated by the proposed project would be discharged to the Inland Empire Brine Line (IEBL) and pumped to the OCSD Reclamation Plant No. 1 for treatment. The Western Riverside County Regional Wastewater Authority (WRCRWA) plant previously accepted wastewater from the JCSD service area through 2016, when JCSD discharged its maximum allowable flow to this facility. Ultimately, it is estimated that the wastewater conveyance and treatment facilities serving the JCSD would be able to accommodate approximately 20,455 new dwelling units within the JCSD service area.

Short-term demand for wastewater services may occur during project construction, associated with sanitary wastewater from portable toilet and handwashing stations. However, this wastewater generation would be relatively minimal and would cease with completion of the proposed project. Under the proposed project, an 8-inch sewer line would be installed throughout the project site to

[182] City of Eastvale. Eastvale, California – Code of Ordinances. Title 14, Chapter 14.24—Water Efficient Landscape Regulations. Website: https://library.municode.com/ca/eastvale/codes/code_of_ordinances?nodeId=PTAGEOR_TIT14WASE_CH14.20WAWE_S14.20.010PUAUIM (accessed July 11, 2025).

[183] Jurupa Community Services District. 2021. *2020 Urban Water Management Plan*. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

convey wastewater associated with project operations to a point of connection with an existing 8-inch sewer line beneath Orange Street.

According to the CalEEMod output for the proposed project, the proposed project's indoor water demand would amount to approximately 6,554,425 gallons annually, or approximately 17,957 gallons per day (gpd).[184] In the absence of a project-specific wastewater generation estimate, wastewater generation for the project can be assumed to be 90 percent of the project's indoor water demand, to account for evaporation and absorption losses. As such, the proposed project's wastewater generation would be approximately 16,162 gpd.[185]

OCSD Reclamation Plant No. 1 has a primary treatment capacity of 208 million gallons per day (mgd) and a secondary treatment capacity of 182 mgd.[186] Between 2023 and 2024, the average daily inflow to Reclamation Plant No. 1 was approximately 124 mgd.[187] As such, Reclamation Plant No. 1 is currently operating below capacity yet has the potential to process additional wastewater volume. The proposed project's estimated wastewater generation of approximately 16,162 gpd would be equivalent to approximately 0.008 percent[188] of the primary treatment capacity of OCSD Reclamation Plant No. 1, representing a minimal contribution.

As previously stated, it is estimated that the wastewater capacity of treatment facilities serving the JCSD would be able to accommodate approximately 20,455 new dwelling units within the JCSD service area. The project proposes 159 dwelling units, representing 0.8 percent of the buildout total.[189] As such, the wastewater generated by the proposed project would represent a small contribution to the overall wastewater demand anticipated under buildout of the JCSD service area. Further, as previously stated, the City's plan review process requires the Applicant to acquire a Dewer and Water Availability Letter from Riverside County EHD and JCSD to confirm the provider's ability to serve the proposed project.

The proposed project would be required to comply with applicable JCSD regulations, including payment of a sewer connection fee to offset any costs associated with future additions or expansions to wastewater treatment infrastructure, as needed. Furthermore, all of the proposed project's plumbing fixtures would comply with California Plumbing Code flow rates as well as California Green Building Standards Code (CALGreen Code) plumbing fixture requirements. Therefore, the proposed project could be adequately served by existing wastewater infrastructure, with the exception of new connections to serve the proposed development. Further, the installation of such connections would occur concurrently with ground disturbance activities during construction of the proposed project, which would minimize potential environmental impacts. As such, the proposed project would not necessitate the construction of new or expanded wastewater facilities that could cause a significant

184 6,554,425 gallons ÷ 365 days in a year = approximately 17,957 gallons per day

185 17,957 gallons * 0.90 = approximately 16,162 gallons per day

186 Orange County Sanitation District (OCSD). 2024. Adopted Budget, Fiscal Years 2024-2025 and 2025-2026. June 26. Website: https://www.ocsan.gov/wp-content/uploads/2024/10/Adopted-Budget-FY-2024-25-and-2025-26.pdf?id=45626& year=all (accessed July 17, 2025).

187 Ibid.

188 (16,162 gpd ÷ 208,000,000 gpd) * 100 = approximately 0.008 percent

189 (159 units ÷ 20,455 units) * 100 = approximately 0.8 percent

environmental impact. Impacts related to wastewater facilities would be less than significant, and no mitigation is required.

Stormwater. Refer to Section 4.10, Hydrology and Water Quality, of this IS/MND for further discussion related to the project site's drainage characteristics. Under the proposed project, stormwater generated on the project site would be conveyed to the proposed underground retention trench system, including drywells designed for infiltration. Stormwater runoff not captured by this new system would drain as surface flow to the existing gutter along The City Drive South, as it does under existing conditions.

Implementation of the proposed project would increase the impervious surface area on the project site, which could potentially increase the volume of stormwater runoff generated within the project site prior to the incorporation of best management practices (BMPs). However, establishment of an underground retention trench system with drywells designed for infiltration as part of the proposed project would be capable of providing a storage volume that exceeds the design capture volume (DCV) required by over 10,000 cubic feet. With implementation of this BMP and other BMPs as required under **Regulatory Compliance Measures (RCMs) HYD-1** and **HYD-2**, provided previously in Section 4.10, Hydrology and Water Quality, the proposed project would not exceed the capacity of downstream drainage facilities or cause the expansion of existing facilities, aside from the laterals and underground retention system discussed above. As such, the proposed project would not require or result in the construction of substantial new stormwater drainage facilities or the expansion of existing facilities beyond the improvements included as part of the proposed project. Therefore, impacts to stormwater drainage facilities would be less than significant with the incorporation of **RCMs HYD-1** and **HYD-2**. No mitigation is required.

Electricity. As discussed in Section 4.6, Energy, of this IS/MND, the project site is within the service territory of Southern California Edison (SCE). According to the California Energy Commission (CEC), total electricity consumption in the County in 2022 was approximately 17,781 gigawatt-hours (GWh), or 17,780,573,270 kilowatt-hours (kWh). Total electricity consumption in the SCE service area in 2022 was approximately 85,870 GWh, or 85,869,985,679 kWh. As stated in Section 4.6, the proposed project would not result in the wasteful, inefficient, or unnecessary consumption of fuel or energy and would incorporate renewable energy or energy efficiency measures into building design, equipment uses, and transportation, which would help reduce the electricity demand of the proposed project.

Because the project site is developed with two single-family residences and associated structures under existing conditions, the project site is already served by electrical infrastructure. The proposed project would include relocated and upgraded electrical facilities and connections within the site to serve the new development. Specifically, the proposed project would involve the removal of all poles associated with the existing distribution circuit along Orange Street and Sumner Avenue and the undergrounding of the distribution circuit along the site's frontage, while the existing subtransmission circuit along Orange Street would remain in place aboveground.

Construction would require energy resources primarily in the form of fuel consumption to operate heavy equipment, light-duty vehicles, machinery, and generators. Transportation energy represents the largest energy use during construction and would occur from the transport and use of

construction equipment, delivery vehicles and haul trucks, and construction worker vehicles that would use petroleum fuels (e.g., diesel fuel and/or gasoline), rather than electricity. Electricity use during construction would be short-term, associated with powering tools and equipment, temporary lighting, temporary site infrastructure (such as portable generators), and operation system and controls (such as dewatering pumps), and would cease following completion of construction.

As discussed in Section 4.6, the estimated electricity demand associated with the operation of the proposed project would be 1,217,190 kWh per year, which would negligibly increase the annual electricity consumption in the County by less than 0.01 percent.[190] Similarly, this usage would negligibly increase the annual electricity consumption in the SCE service area by less than 0.01 percent.[191] As such, the proposed project's electricity demand would be minimal compared to overall regional and service area consumption.

The proposed project would comply with the CALGreen Code (CCR Title 24). Additionally, the proposed project would be required to adhere to all federal, State, and local requirements for energy efficiency, which would substantially reduce electricity usage. Because the proposed project would replace existing development that generates energy demand, would represent a small fraction of electricity demand within the region and service area, and would meet Title 24 requirements, the proposed project would not necessitate the construction of new or expanded electric power facilities that could cause a significant environmental impact. Impacts would be less than significant, and no mitigation is required.

Natural Gas. As discussed in Section 4.6, Energy, of this IS/MND, natural gas consumption associated with operation of the proposed project would be 3,315,258 thousand British thermal units (kBTU) per year, which converts to approximately 33,151 therms per year. According to the CEC, total natural gas consumption in the County in 2022 was 431 million therms, and total natural gas consumption in the SoCalGas service area in 2022 was 5,026 million therms. Therefore, operation of the proposed project would negligibly increase annual natural gas consumption in the County by less than 0.01 percent.[192] Similarly, operation of the proposed project would negligibly increase annual natural gas consumption in the SoCalGas service area by less than 0.001 percent.[193] As such, the proposed project would not necessitate the construction of new or expanded natural gas facilities that could cause a significant environmental impact. Impacts would be less than significant, and no mitigation is required.

Telecommunications. Cable, internet, and telephone services are provided to the city's residents by major third-party purveyors. Cellular service available in the city is provided by all major cellular networks, including the project site. Telephone, cable, and internet services are located in the vicinity of the project site and would be extended onto the project site. The construction and expansion of these facilities would not interfere with any telephone, cable, or internet services off site that serve the surrounding areas. Additionally, telecommunication facilities are generally installed concurrently with utility expansions. Since utility interconnections, including telecommunications, would occur during preparation and earthwork phases, impacts associated with the expansion of

190 (1,217,190 kWh ÷ 17,780,573,270 kWh) * 100 = approximately 0.006 percent
191 (1,217,190 kWh ÷ 85,869,985,679 kWh) * 100 = approximately 0.001 percent
192 (33,151 therms ÷ 431,000,000 therms) * 100 = approximately 0.007 percent
193 (33,151 therms ÷ 5,026,000,000 therms) * 100 = approximately 0.0007 percent

telecommunications facilities have already been accounted for in this IS/MND. Impacts associated with the relocation or construction of new or expanded telecommunication facilities would be less than significant, and no mitigation is required.

Summary. As the proposed project would generally replace existing uses on-site, the supply and distribution network of utilities and service systems would generally remain unchanged, with the exception of minor connections to existing infrastructure serving the site. The water, wastewater, stormwater drainage, natural gas, electricity, and telecommunications demands generated by the proposed project would not exceed existing supply or service capacities. Levels of service to users in the surrounding community would not be adversely affected. Effects related to utility improvements and connections proposed as part of the project would be less than significant with adherence to applicable regulations and standards, and no mitigation is required.

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Less Than Significant Impact. As previously stated, a majority of JCSD's water supply is derived from the Chino Groundwater Basin. According to JCSD's 2020 UWMP, the Chino Basin holds an estimated 12 million acre-feet of water and has historically been unresponsive to both short- and long-term droughts. Specifically, during the Statewide drought from 2012 to 2017, JCSD maintained sufficient local water supplies.[194]

A safe yield redetermination was conducted for the Chino Basin prior to publication of the 2020 UWMP, which resulted in a court order to lower JCSD's safe yield by 3 percent, to approximately 131,000 acre-feet per year, through June 30, 2030.[195] As needed, JCSD can exceed this safe yield volume with payment of a replenishment fee. Further, in the event of an emergency with the potential to constrain water supplies, JCSD can purchase emergency water supplies from neighboring agencies. JCSD and RCSD share two interties that can be activated in an emergency to flow in either direction, and JCSD also has an intertie with Chino Desalter Authority (CDA) to obtain emergency water.

The California Water Code requires each water supplier to determine three types of years and how much supply was available for each: normal, single dry, and multiple dry years for five years. A normal year, or an averaged range of years, most closely represents the average water supply available to the agency. The single-dry year is the year that represents the lowest water supply available to the agency. The multiple dry year period represents the lowest average water supply availability to the agency for a consecutive multiple year period (three years or more). According to the 2020 UWMP, JCSD's projected water supply is able to meet projected water demands for the years 2025 through 2045 during normal years, single dry years, and multiple dry years.

At the time of the preparation of the 2020 UWMP, the projected 2025 water supply is approximately 41,714 acre-feet. By 2045, total water supply is projected to reach approximately 43,608 acre-feet,

194 Jurupa Community Services District (JCSD). 2021. *2020 Urban Water Management Plan*. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

195 Ibid.

marking an increase in supply between 2025 and 2045.[196] Although projected water supply increases incrementally, projected water demand also increases incrementally. Total water demand in 2025 is projected to be approximately 31,714 acre-feet annually. In 2045, total water demand is projected to reach approximately 38,966 acre-feet annually, with demand totals increasing between 2025 and 2045. Even with demand totals increasing, in 2045, JCSD would have a water supply surplus of approximately 4,642 acre-feet.

As discussed in the Section 4.19.1(a) above, the proposed project would generate a total combined water demand of 6,749,133 gallons (20.7 acre-feet) annually. As such, total water demand generated by the proposed project would be minimal in comparison to existing and projected JCSD water supply and demand. Furthermore, the proposed project's design would incorporate low-flow water fixtures wherever possible in compliance with the CALGreen Code and would be compliant with the City's Water Efficient Landscape Regulations.

Based on the proposed project's relatively minor contribution to regional and service area water demand and the various water conservation measures to be incorporated into the project's design, water demand generated by the proposed project would be adequately served by JCSD's current and projected water supplies during normal, dry, and multiple dry years. Impacts related to water supplies would be less than significant, and no mitigation is required.

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less Than Significant Impact. As stated in Section 4.19.1(a), wastewater conveyance services would be provided to the project site by JCSD. Wastewater generated by the proposed project would be discharged to the IEBL and pumped to OCSD Reclamation Plant No. 1 for treatment. OCSD Reclamation Plant No. 1 has a primary treatment capacity of 208 million gallons per day (mgd) and a secondary treatment capacity of 182 mgd.[197] According to the CalEEMod output for the proposed project, the proposed project's wastewater generation would be approximately 16,162 gpd, which is equivalent to approximately 0.008 percent[198] of the primary treatment capacity of OCSD Reclamation Plant No. 1, representing a minimal contribution.

Further, as previously stated, it is estimated that the wastewater capacity of treatment facilities serving the JCSD would be able to accommodate approximately 20,455 new dwelling units within the JCSD service area. The project proposes 159 dwelling units, representing 0.8 percent of the buildout

196 Jurupa Community Services District (JCSD). 2021. *2020 Urban Water Management Plan*. June 28. Website: https://www.jcsd.us/wp-content/uploads/2024/04/2020-UWMP_E-Version_with_WSCP.pdf (accessed July 16, 2025).

197 Orange County Sanitation District (OCSD). 2024. Adopted Budget, Fiscal Years 2024-2025 and 2025-2026. June 26. Website: https://www.ocsan.gov/wp-content/uploads/2024/10/Adopted-Budget-FY-2024-25-and-2025-26.pdf?id=45626& year=all (accessed July 17, 2025).

198 (16,162 gpd ÷ 208,000,000 gpd) * 100 = 0.008 percent

total.[199] As such, the wastewater generated by the proposed project would represent a small contribution to the overall wastewater demand anticipated under buildout of the JCSD service area.

Furthermore, other than the installation of new 8-inch sewer laterals to be extended as needed from the existing mainline sewer system, the proposed project would not require, nor would it result in, the construction or relocation of new or expanded wastewater treatment or collection facilities. It is anticipated that this existing mainline sewer system would be capable of conveying the flows generated by the proposed project. Therefore, the proposed project's impacts related to wastewater generation are less than significant, and no mitigation would be required.

d. 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 Impact. The City of Eastvale contracts with WM (Waste Management) for all trash, recycling, and organics collection services. Residents are provided with separate 95-gallon collection bins for trash, recycling, and organic waste.[200] Solid waste collected in the city is sorted at the Robert A. Nelson Transfer Station and then taken to one of three landfills: Badlands, El Sobrante, or Lamb Canyon. These landfills have a combined remaining capacity of 171 million cubic yards, or approximately 239,400,000 tons, to serve future development resulting from buildout of the City's General Plan.[201]

Construction of the proposed project would temporarily generate solid waste typical of construction sites including construction and demolition debris and solid waste generated by construction workers. Solid waste generated by the proposed project during construction is anticipated to be minimal and is not anticipated to exceed State or local standards or the capacity of local infrastructure or otherwise impact the attainment of solid waste reduction goals. Consistent with CALGreen Code Section 5.408.1, at least 65 percent of nonhazardous matter that occupies the project site under existing conditions would either be disposed of or may be reused on site as a recycling/reuse practice.

According to the CalEEMod output for the proposed project, it is anticipated that operation of the proposed project would generate 126.4 tons per year of solid waste. This amounts to a yearly contribution of approximately 0.00005 percent[202] of the combined remaining capacity of the three landfills potentially accepting waste generated on the project site. Therefore, the proposed project would not substantially increase solid waste generation within the city or the WM service area beyond a volume that can be adequately processed by existing regional infrastructure. Solid waste generated during operations of the proposed project would represent a negligible contribution to the daily and long-term capacities of solid waste processed at the landfills potentially serving the project site. The

199 (159 units ÷ 20,455 units) * 100 = approximately 0.8 percent

200 City of Eastvale. n.d. Waste Management Services. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17003/638325217891800000 (accessed July 17, 2025).

201 City of Eastvale. 2023. *Eastvale General Plan 2040 Draft Environmental Impact Report*, Page 3.13-17. October. Website: https://www.eastvaleca.gov/home/showpublisheddocument/17342/638538608831570000 (accessed July 17, 2025).

202 (126.4 ÷ 239,400,000) * 100 = 0.00005 percent

proposed project would not generate solid waste in excess of State or local standards, or in excess of the capacity of local or regional infrastructure. Therefore, the project would result in a less than significant impact with respect to solid waste and landfill facilities, and no mitigation would be required.

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Less Than Significant Impact. Solid waste practices in California are governed by multiple federal, State, and local agencies that enforce legislation and regulations, ensuring that landfill operations minimize impacts to public health and safety and the environment. The project site is in the Riverside County Department of Waste and Recycling (RCDWR) jurisdiction/service area. The RCDWR has adopted a Countywide Integrated Waste Management Plan (CIWMP),[203] which was prepared in accordance with the California Integrated Waste Management Act of 1989 (AB 939). The CIWMP sets goals, policies, and objectives for the development and implementation of coordinated waste reduction programs for jurisdictions within Riverside County (including Eastvale).

Construction and operation of the proposed project would comply with federal, State, and local statutes and regulations related to solid waste, including AB 75 (solid waste diversion), AB 1826 (organic waste recycling), and SB 1383 (organic waste collection services).

As previously stated, consistent with CALGreen Code Section 5.408.1, at least 65 percent of nonhazardous matter that occupies the project site under existing conditions would either be disposed of or may be reused on site as a recycling/reuse practice. Operations of the proposed project would also comply with all standards related to solid waste diversion, reduction, and recycling. Impacts would be less than significant, and no mitigation is required.

[203] Riverside County Waste Resources Management District. *Countywide Integrated Waste Management Plan*. September 1996.

4.20 WILDFIRE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒

4.20.1 Impact Analysis

a. Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. The California Department of Forestry and Fire Protection (CAL FIRE) has mapped areas of significant wildfire risk in the State through its Fire and Resources Assessment Program (FRAP). CAL FIRE released a set of updated maps on March 24, 2025. These maps place areas of California into different fire hazard severity zones (FHSZ), based on a hazard scoring system using subjective criteria for fuels, fire history, terrain influences, housing densities, and occurrence of severe fire weather where urban conflagration could result in catastrophic losses. As part of this mapping system, CAL FIRE is responsible for wildland fire protection for land areas that are generally unincorporated, classifying these areas as State Responsibility Areas (SRAs). In areas where local fire protection agencies (e.g., Riverside County Fire Department [RCFD]) are responsible for wildfire protection, the lands are classified as Local Responsibility Areas (LRAs). CAL FIRE currently identifies the project site as within an LRA.

In addition to establishing local or State responsibility for wildfire protection in a specific area, CAL FIRE categorizes areas into Fire Hazard Severity Zones (FHSZ), including Moderate, High, and Very High classifications. According to the CAL FIRE Local Responsibility Area Fire Hazard Severity Zones map for Laguna Woods, the project site is not located in an area designated as a FHSZ.[204] The nearest area

[204] California Department of Forestry and Fire Protection (CAL FIRE). 2025. Compare Old (2007-2011) with New (2025) recommended FHSZ in LRA. March 24.

designated as FHSZ is classified as Moderate risk and is approximately 0.75 mile south of the project site, consisting of undeveloped land along the Santa Ana River.

The proposed project would be designed to comply with the current CFC standards for development for residential uses, CBC standards, and standards set forth by the RCFD, as the fire agency with reviewing authority over the proposed project. The project would be accessible via one main driveway (full access) on Sumner Avenue and a secondary driveway (full access) on Orange Street. Both driveways would also act as fire access points in the event of an emergency and would be designed to accommodate fire trucks and apparatuses, as would the internal circulation roadway. It should be noted that the proposed gates would be electronically operated and would be equipped with an emergency override to ensure emergency and fire access. These gates would be designed to allow access to gate equipment or another method to open the gate in the event of a power failure.

The City's emergency response activities are primarily conducted in the field and at the City's Emergency Operations Center (EOC).[205] The City's primary EOC is Eastvale City Hall, located approximately 1.65 mile northeast of the project site at 12363 Limonite Avenue. As needed, the City's alternate EOC would be Fire Station 27, located approximately 0.84-mile east of the project site at 7067 Hamner Avenue.

The City's Emergency Operations Plan (EOP)[206] does not identify specific evacuation routes. In general, evacuation routes for emergency situations are contingent upon the scale and location of the emergency and would change depending on the direction of evacuation required by the situation. As such, it is feasible that Sumner Avenue, Schleisman Road, and/or Orange Street could be utilized as emergency evacuation routes under some emergency scenarios. However, the proposed project does not include any characteristics (e.g., permanent road closures or long-term blocking of road access) that would physically impair potential evacuation operations along these roadways. As discussed in Section 4.17, Transportation, the imposition of conditions of approval on the project would ensure that all study intersections would operate at a satisfactory LOS and would not experience congestion. Further, the proposed project would be required to comply with applicable provisions of the EOP as well as the City of Eastvale Local Hazard Mitigation Plan (LHMP)[207] related to emergency preparedness.

The proposed project would be reviewed and approved by the RCFD as part of the design review process to ensure compliance with all applicable codes and ordinances for emergency vehicle access. Proposed off-site roadway improvements would also be reviewed by the RCFD to ensure that they would not interfere with potential evacuation procedures. Because the project site is not identified by CAL FIRE as susceptible wildfire risks and the RCFD would review site access plans for the proposed project, no impact would occur related to emergency response and evacuation plans, and no mitigation is required.

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205 City of Eastvale. 2018. Emergency Operations Plan (EOP), Page 21. April. Website: https://www.eastvaleca.gov/home/showdocument?id=17632 (accessed July 8, 2025).

206 Ibid.

207 City of Eastvale. 2023. Local Hazard Mitigation Plan. July. Website: https://www.eastvaleca.gov/home/showdocument?id=17634 (accessed July 8, 2025).

b. Would the project, 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?

No Impact. As discussed above, the project site is not located within or near a wildfire State Responsibility Area and is not located in an area designated as a FHSZ. As discussed in the Geotechnical Investigation (Appendix E), the project site is generally flat and does not contain any steep slopes. The project would generally maintain the existing grade of the project site and does not propose to introduce any new slopes with the potential to exacerbate wildfire risks.

Further, the project site is located in an urbanized portion of the city and is surrounded by existing development. No hillside areas or natural areas prone to wildfires are located in the immediate vicinity of the project site. No hillside areas or natural areas prone to wildfires are located in the immediate vicinity of the project site. Winds may push wildfire smoke into the area of the proposed project; however, these conditions would be temporary. If conditions warrant, the local air quality control district would warn residents of potential impacts due to wildfire smoke.

Variations in vegetative cover type and species composition have a direct effect on fire behavior. Some plant communities and their associated plant species have increased flammability based on their characteristics. Under existing conditions, the undeveloped portions of the project site contain unmanaged, non-irrigated vegetation. Under the proposed project, the project site would be developed with hardscape and areas landscaped with irrigated, non-flammable plant species, consistent with RCFD requirements. The irrigation and maintenance of these landscaped areas would ensure reduced flammability when compared to on-site vegetated areas under existing conditions.

Further, the proposed buildings shall be constructed of ignition-resistant construction, as prescribed in California Building Code Chapter 7A and State Fire Marshal Standard 12-7A-5, Ignition-Resistant Materials, and would include automatic fire sprinkler systems based on the latest adopted California Building and Fire Codes. Therefore, no impact would occur related to exacerbating wildfire risks due to slope, prevailing winds, or other factors, and no mitigation is required.

c. Would the project 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?

No Impact. As discussed above, the project site is not located within or near a wildfire State Responsibility Area and is not located in an area designated as a FHSZ. Utility and infrastructure improvements included as part of the proposed project are discussed in Section 2.0, Project Description, and analyzed in Section 4.19, Utilities and Service Systems, of this IS/MND. The project site is located in an urbanized area of the city that is already served by existing water, wastewater, power, and roadway infrastructure, and the proposed project would connect to the existing infrastructure networks in the surrounding area. A majority of the utility connections proposed under the project (including water, wastewater, and gas) would be constructed underground and therefore would not have the potential to increase fire risk.

Under existing conditions, above-ground power lines are located along the southern and western boundaries of the site, along the site's frontages with Orange Street and Sumner Avenue, respectively. These above-ground power lines would remain in place under the proposed project, and the project would not increase the susceptibility of these lines to fire hazards. Further, the proposed project would not result in any large-scale infrastructure installation or maintenance that would place the project site at greater risk of wildfire. As such, no impact would occur related to exacerbated wildfire risks, and no mitigation is required.

d. Would the project 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?

No Impact. As previously discussed, the project site is not located within or near a wildfire State Responsibility Area and is not located in an area designated as a FHSZ. As discussed in Section 4.10, Hydrology and Water Quality, of this IS/MND, the project site is not located in a flood hazard or inundation zone. Further, the project site is in an urbanized area of the city and is surrounded by developed land. The project site and surrounding areas are generally level, developed, and sufficiently distant from areas of natural open spaces that are susceptible to wildfires. Due to the absence of hills in the project vicinity, development of the proposed project would not expose persons or property to post-fire slope instability or post-fire drainage changes. The proposed project does not propose any land use changes within the project site that would include any features that would increase the exposure of people or structures to post-fire risks. Therefore, no impact would occur related to the exposure of people or structures due to significant downstream flooding or landslides as a result of runoff, post-fire slope instability, or drainage changes, and no mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

4.21.1 Impact Analysis

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

Less Than Significant with Mitigation Incorporated. The project site is located in an urbanized area characterized largely by single-family residential development. Specifically, the project site is bounded by single-family residential uses to the east, Schleisman Road and single-family residential uses to the north, Sumner Avenue and single-family residential uses to the west, and Orange Street and single-family residential uses to the south.

Additionally, the project site has been subjected to repeated and ongoing disturbance from human activities. No riparian or sensitive natural community is located on site, and there is no designated critical habitat for any species within or adjacent to the project site. The project site does not include any federally protected wetlands or any drainage features, ponded areas, wetlands, or riparian habitat subject to jurisdiction by the CDFW, USACE, and/or RWQCB, nor any critical habitat or sensitive natural community.

The burrowing owl is a candidate species for state listing and therefore afforded all the protections as though it were listed under the California ESA. Although the burrowing owl was determined to have a low potential to occur on the project site as a result of current and historic on-site disturbances and

surrounding development, there is potential, although low, for burrowing owl to inhabit the site in the future**. Mitigation Measure (MM) BIO-1** requires that a pre-construction burrowing owl survey be conducted prior to the initiation of project activities. If burrowing owl is detected, on-site areas actively occupied by owl must be avoided. If unavoidable, construction activities would proceed per the burrowing owl mitigation plan developed in consultation with the CDFW.

Vegetation within and surrounding the project site has the potential to provide refuge cover from predators, perching sites and favorable conditions for nesting birds that could be impacted by construction activities associated with the project. As such**, MM BIO-2** requires a pre-construction nesting bird survey and identifies the process to ensure active nests are protected.

The MSHCP includes a Local Development Mitigation Fee in accordance with Riverside County Ordinance No. 810 (as codified in **Regulatory Compliance Measure [RCM] BIO-1**) to assist in providing revenue to acquire and preserve vegetation communities and natural areas within Riverside County known to support populations of threatened, endangered, or key sensitive populations of plant and wildlife species. In addition to the MSHCP, the project site is within the Stephens' Kangaroo Rat (SKR) Habitat Conservation Plan (HCP) fee boundary, and payment of the appropriate fee (as codified in **RCM BIO-2**) in accordance with Riverside County Ordinance No. 663.10 would be required.

With implementation of **MMs BIO-1 through BIO-2,** impacts to candidate, sensitive, or special-status species would be less than significant with mitigation incorporated. With implementation of **MM BIO-2,** impacts to native resident or migratory fish or other wildlife species (including nesting birds), established native resident or migratory wildlife corridors, and native wildlife nursery sites would be reduced to less than significant with mitigation incorporated. Through implementation of **RCMs BIO-1 and BIO-2**, the proposed project would comply with County-established MSHCP and SKR mitigation fees and therefore would not conflict with any local policies or ordinances protecting biological resources.

Although no prehistoric or historic period archaeological resources were identified on the project site, ground-disturbing activities associated with construction of the proposed project has the potential to unearth previously undocumented cultural resources. As such, **MM CUL-1** requires that in the event that previously undocumented cultural resources are encountered during construction activities, all construction work would be halted, and a qualified archaeologist would be consulted to determine appropriate treatment of the discovery. **Regulatory Compliance Measure CUL-1** has also been prescribed to ensure that human remains (or remains that may be human), including Native American human remains, would be protected if they are discovered during project construction. **MMs TCR-1, TCR-2, and TCR-3** require Native American monitoring and the proper handling of Native American cultural resources encountered during construction of the proposed project. Additionally, implementation of **MM GEO-2** would ensure unanticipated paleontological resources encountered during construction would be managed pursuant to applicable regulatory policy. Accordingly, impacts to important examples of major periods of California history or prehistory would be less than significant with mitigation incorporated.

The proposed project has either no impact, a less than significant impact, or a less than significant impact with mitigation incorporated with respect to all natural resource issues pursuant to CEQA.

Implementation of the mitigation measures described above would ensure impacts to the quality of the environment would be reduced to less than significant with mitigation incorporated.

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

Less Than Significant with Mitigation Incorporated. CEQA defines cumulative impacts as "two or more individual effects which, when considered together, are considerable, or which can compound to increase other environmental impacts." Section 15130 of the *State CEQA Guidelines* requires evaluation of potential environmental impacts when the project's incremental effect is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of "reasonably foreseeable probable future" projects, per *State CEQA Guidelines* Section 15355. Cumulative effects can also be evaluated by considering the project's compatibility with projections contained in an adopted general plan or related planning document with regard to long-term population, employment, and household projections of the region. Cumulative impacts can result from a combination of the proposed project together with other closely related projects that cause an adverse change in the environment or an unplanned increase in land use or development intensity that could potentially overburden community infrastructure or service capacity. Cumulative impacts can result from individually minor but collectively significant projects taking place over time.

Potentially significant impacts that would be reduced to a less than significant level with implementation of mitigation include the topics of biological resources, cultural resources, geology and soils, hazards and hazardous materials, and transportation. Specifically, implementation of **MM BIO-1** would ensure that impacts to burrowing owl are reduced to a less than significant level, while impacts to nesting birds are reduced to a less than significant level through the implementation of **MM BIO-2**. Other cumulative development in the City of Eastvale would implement similar standard conditions or the recommendations identified in the site- and project-specific biological resource assessments prepared (as necessary) for those projects. With the implementation of such measures, the proposed project would not significantly contribute to a cumulatively considerable impact on biological resources.

As stated above, the proposed project would adhere to **MM CUL-1**, which requires that in the event that previously undocumented cultural resources are encountered during construction activities, all construction work would be halted, and a qualified archaeologist would be consulted to determine appropriate treatment of the discovery. Additionally, **RCM CUL-1** has been prescribed to ensure that human remains (or remains that may be human), including Native American human remains, would be protected if they are discovered during project construction. Other cumulative development in the city would implement similar standard conditions or the recommendations identified in the site- and project-specific cultural resource assessments prepared (as necessary) for those projects. With implementation of such measures, the proposed project would not significantly contribute to a cumulatively considerable impact.

With regard to geology, potentially significant impacts to humans and structures from ground shaking and unstable soils would be reduced to less than significant levels with implementation of **MM GEO-1**, while potential impacts to paleontological resources would be reduced to less than significant levels with implementation of **MM GEO-2.** All environmental impacts that could occur as a result of the proposed project would be reduced to a less than significant level through the implementation of the mitigation measures recommended in this IS/MND, and all discretionary projects in the city would be subject to similar review and mitigation to collectively mitigate impacts to biological and geological resources, thereby ensuring the proposed project's contribution to cumulatively considerable impacts would be reduced to less than significant levels with implementation of mitigation.

The daily traffic generated by the proposed project represents an incremental increase to the existing roadway volume; therefore, the project would generate a less than 1 dBA CNEL increase in off-site traffic noise, which would not be perceptible in an outdoor environment. As stated previously, the project site is located in an urbanized environment adjacent to residential uses (single-family in all directions). Daytime and nighttime noise level increases resulting from occupation of the proposed townhome uses would not exceed established standards. It is unlikely that cumulative development would generate noise that is additive in nature because, 1) the noise sources would have to be adjacent or in close proximity to one another in order for the noises to combine, and 2) the sensitive receptor or receptors would also have to be adjacent to or in close proximity to the noise generators. Due to the developed nature of adjacent properties, it is not likely for cumulative development in the project vicinity to generate noise at the same time and location(s) sufficient to create a significant cumulative noise impact at sensitive receptors. Furthermore, all projects in the city would be required to adhere to Section 8.52.020 of the City's Municipal Code, as codified under **RCM NOI-1**, during construction of the proposed project. Therefore, the proposed project would not significantly contribute to a cumulative considerable noise increase in the project vicinity.

Only Cal/OSHA licensed Hazardous Materials Substances Removal contractors, and/or California State Registered Asbestos Abatement Contractors registered by the Division of Occupational Health and Safety in accordance with the California Administrative Code, Title 8, and Article 2.5 and the SCAQMD Asbestos Hazard Emergency Response Act pursuant to Code of Federal Regulations Chapter 40, Part 763, subpart E would transport hazardous materials off-site. Based on historic records, the existing structures on-site include lead-based painted exterior surfaces, which may have impacted surrounding soils, and may contain ACMs. In addition, the historical agricultural use of the project site result in subsurface irrigation and septic systems that may contain ACMs and may have resulted in the use of OCP applications. As a follow-up, three shallow soil samples were collected, which identified OCP dieldrin at concentrations exceeding residential screening levels. Due to these exceedances, deeper soil samples were analyzed for OCP dieldrin, which did not exceed the residential screening limits for dieldrin in soil. Nevertheless, because LBP and ACMs may be present on the project site, and because the project site soils exceed dieldrin screening levels in the shallow soil around the existing residence in the northwest corner of the site, the proposed project would be required to implement **MM HAZ-1** through **MM HAZ-6** to ensure the proposed project would not pose a significant health risk to future on-site workers or occupants. As cumulative development occurs in the city, hazardous material impacts (if any) would be addressed through compliance with applicable regulatory requirements and the recommendations of the site- and project-specific hazardous materials

investigation(s). With mitigation, the proposed project would not significantly contribute to a cumulatively considerable impact relative to hazards or hazardous materials.

A cumulative analysis may consider the project's compatibility with projections contained in an adopted general plan or related planning document with regard to long-term population, employment, and household projections of the region. As previously stated, the proposed project would require a General Plan Amendment and Zoning Code Amendment to make the land use designation and zoning classification associated with the project site consistent with the proposed use. Specifically, the proposed amendments would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac) and the site's zoning classification from Heavy Agriculture to General Residential (R-3). However, the proposed project would contribute to the City achieving its SCAG RHNA allocation of 3,028 housing units by 2029. With 159 units as part of the proposed project, the project would accommodate approximately 5 percent of that need. Further, according to SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) Demographics Draft Growth Projections, the city is anticipated to experience an increase of approximately 1,500 residents by 2050. Therefore, the proposed project would be consistent with anticipated population growth that the City is required to plan for under its 6th Cycle Housing Element, and would not result in regional growth exceeding that previously forecast (either population or dwelling units), or increase the demand for public services, parks and recreation facilities, or utility systems beyond that previously forecast, and project impacts would not be cumulatively considerable.

The previously disturbed and undeveloped project site is located in an urbanized area that is neither utilized nor designated for agricultural, forestry, or mineral extraction activities; therefore, the project would have no impact relative to these environmental topics. When considered with cumulative development in the city and region, impacts would not be cumulatively considerable. Relative to the amount of energy (e.g., electricity, natural gas, and vehicle fuels) consumed on a County, regional, or Statewide level, construction and operation of the project would require a negligible amount of energy. As detailed in Section 4.6, Energy, there is an adequate energy capacity to serve the project in addition to existing foreseeable future projects. Similar to the proposed project, each cumulative project would be required to comply with federal, State, and local requirements for energy efficiency, including current Title 24 and CALGreen Code standards. Therefore, the project's energy demand would not be cumulatively considerable when considered with past, current, and future projects.

The project would not result in population growth that is inconsistent with the assumptions used in the development of the City's General Plan and the 2022 AQMP. Air pollution by its very nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of AAQS. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality. If a project's contribution to the cumulative impact is considerable, then the project's impact on air quality would be considered significant. In developing thresholds of significance for air pollutants, the SCAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. The proposed project would not result in the emission of pollutants (VOC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$) in exceedance of established SCAQMD significance thresholds; therefore, construction and operation of the proposed project would not result in a cumulatively considerable increase of any criteria pollutant for which the project region is

in nonattainment under an applicable federal or State ambient air quality standard when considered with past, current, and future projects.

The project's annual greenhouse gas emissions would fall Riverside County's review threshold of 3,000 MT CO_2e per year. As such, the project complies with GHG performance standards. The project would be subject to applicable provisions of Title 24 and CALGreen Code standards, which identify minimum standards related to various building features, including electric vehicle charging capacity; appliances; water and space heating/cooling equipment; building insulation and roofing; residential electrification; and lighting. These measures are designed to expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs and would not significantly contribute to a cumulatively considerable impact.

The City is a co-permittee under the Santa Ana RWQCB NPDES Permit Waste Discharge Requirements and the Riverside County MS4 Permit. Under these permits, the project and other cumulative developments are required to implement low-impact development best management practices to mimic a project site's natural hydrology to capture, filter, store, evaporate, detain, and infiltrate runoff. All development in the city is subject to the applicable policies, regulations, and requirements of the permits. As such, the project- and site-specific impacts of the project, as well as past, current, and future projects would be appropriately mitigated and would not significantly contribute to a cumulatively considerable impact.

As previously stated, the proposed project would require a General Plan Amendment and Zoning Code Amendment to make the land use designation and zoning classification associated with the project site consistent with the proposed use. Specifically, the proposed amendments would change the site's land use designation from Commercial Retail to Multi-Family - Low-Moderate (MF-LM; 20.1-40 du/ac) and the site's zoning classification from Heavy Agriculture to General Residential (R-3). The design of the proposed project is consistent with the City's development standard for the R-3 zoning district. All lighting in the city is further subject to applicable provisions of Section 120.05.050 of the City's Municipal Code and would be generally pointed downward and shielded to prevent light spillage onto adjacent properties. As cumulative development occurs, each project would be subject to the design and development standards established by the City for each respective land use district. Through adherence to the design requirements identified and enforced by the City, aesthetic impacts resulting from the project and other past, current, and future projects would not be cumulatively considerable.

Because the project is consistent with local and regional growth projections, it would not result in an unplanned increase in land use or development intensity that could result in a cumulatively considerable overburdening of community infrastructure, such as the circulation network and utilities and service systems, or service capacity, such as public services and recreation facilities. As discussed in Section 4.17, Transportation, the recommended improvements stated in the Focused Traffic Assessment required to offset the project's effects on LOS and congestion are addressed through the imposition of conditions of approval on the project, thereby ensuring that General Plan standards related to congestion on the City's circulation system are appropriately addressed. The VMT Memo prepared for the project determined that the individual traffic analysis zone (TAZ) in which the project site is located generates 13.4 VMT per capita, which falls below the City's VMT threshold of 17.3 VMT

per capita, meaning the TAZ is considered a low VMT area. As such, the Low VMT Area Screening is applicable to the proposed project. Further, the proposed project provides roadway and sidewalk improvements along a bus corridor that connects to regional rail facilities, thereby facilitating the reduction of VMT through the use of public transportation. Therefore, the project would not contribute to a significant VMT impact, and when considered with other past, current, and future projects, transportation impacts would not be cumulatively considerable.

Project structures, access, and on-site features would be designed, constructed, and maintained to allow appropriate emergency/evacuation access to and from the site. The project includes development of three-story residential townhomes, site amenities, surface parking lot, on-site utility infrastructure, and landscaping in an urbanized area that is not identified by the City be at risk during a wildfire event or post-wildfire hazards; therefore, the proposed project when considered with past, current, or future projects would not significantly contribute to a cumulatively considerable wildfire impact.

As development proposals are considered by the City, each would undergo environmental review pursuant to CEQA. As necessary and appropriate, mitigation measures would be identified to reduce the significance of those site- or project-specific impacts. Implementation of these measures would ensure that the impacts of the proposed project and other projects in the vicinity would be below established thresholds of significance to the extent feasible. In most cases, this environmental review and compliance with project conditions of approval, relevant policies of the City's General Plan, compliance with applicable regulations, and site- and project-specific mitigation would ensure that significant impacts would be avoided or otherwise mitigated to less than significant levels. Project-specific impacts would not combine with the impacts of other cumulative projects to result in a cumulatively considerable impact on the environment as a result of project development. Therefore, this impact would be less than significant with mitigation incorporated.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Less Than Significant with Mitigation Incorporated. Based on the analysis provided throughout this IS/MND, the project would have no impact or less than significant impact directly or indirectly on human beings with regard to aesthetics, agriculture and forestry resources, air quality, energy, GHG emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire.

All development associated with the proposed project must comply with applicable provisions of the 2022 CBC and the City's building regulations. Accordingly, proper engineering design and construction in conformance with the 2022 CBC standards and a site-specific Geotechnical Investigation prepared in conformance with the current CBC and applicable City standards (**MM GEO-1**) would ensure that the project does not expose people or structures to significant geologic hazards.

As detailed in Section 4.13, Noise, construction and operation of the project would not generate a substantial temporary or permanent increase in ambient noise levels or generate vibration in the vicinity of the project in excess of standards established in the local general plan or noise ordinance with adherence to **RCM NOI-1**. Adherence to **RCM NOI-1** would ensure noise and vibration would be

restricted to 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, incorporation of **MM NOI-1** would require the establishment of a 20-foot equipment buffer zone to restrict the use of heavy construction equipment within 20 feet of sensitive receptor, therefore reducing potential construction-related vibration impacts to nearby land uses.

As discussed in Section 4.9, Hazards and Hazardous Materials, the existing structures on-site include lead-based painted exterior surfaces, which may have impacted surrounding soils. In addition, the historical agricultural use of the project site may have resulted in the use of OCP applications. As a follow-up, three shallow soil samples were collected, which identified OCP dieldrin at concentrations exceeding residential screening levels. Due to these exceedances, deeper soil samples were analyzed for OCP dieldrin, which did not exceed the residential screening limits for dieldrin in soil. Nevertheless, because LBP and ACMs may be present on the project site, and because the project site soils exceed dieldrin screening levels in the shallow soil around the existing residence in the northwest corner of the site, the proposed project would be required to implement **MM HAZ-1** through **MM HAZ-6** to eliminate potential harm to human health from these substances. Adherence to **MM HAZ-1** through **MM HAZ-6** would ensure that significant hazardous materials impact to persons would not result from development of the project.

As discussed in Section 4.17, Transportation, construction activities associated with the proposed project may affect emergency access and response times, due to temporary detour routes and temporary road/pedestrian/bicycle facility closures in the vicinity of the project site. As such, a Traffic Management Plan (TMP) would be implemented along affected roadway segments, which may include Orange Street, Sumner Avenue, and Schleisman Road. As required under **MM TRA-1**, measures such as construction signage, temporary striping, and the use of a construction flag-person to direct traffic would ensure that significant transportation impact to persons would not result from development of the project.

With incorporation of mitigation measures and regulatory compliance measures, the proposed project would not result in any environmental effects which could cause substantial adverse effects on human beings, either directly or indirectly. Potential impacts on human beings would be less than significant with mitigation incorporated.

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5.0 LIST OF PREPARERS

5.1 LEAD AGENCY

5.1.1 City of Eastvale

The following individuals from the City of Eastvale (City) were involved in the preparation of this Draft Initial Study/Mitigated Negative Declaration (IS/MND):

- Allen Lim, Senior Planner

5.2 PROJECT APPLICANT

5.2.1 Stratham Homes

The following individuals representing the project Applicant were consulted during the preparation of this IS/MND:

- Brandon Roth
- Jeff Evans

5.3 CEQA CONSULTANT

5.3.1 LSA Associates, Inc.

The following individuals were involved in the preparation of this IS/MND:

- Theresa Wallace, AICP, Principal in Charge
- Dionisios Glentis, Associate/Project Manager
- Pam Reading, Principal
- Olivia Mattair, Environmental Planner
- Jaelyn Law, Assistant Environmental Planner
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- Eva Newby, GIS Specialist
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- Chantik Virgil, Senior Word Processor
- Lauren Johnson, Senior Technical Editor

The following individuals were involved in the preparation of the *Historic Resources Evaluation for 7078 and 7080 Sumner Avenue in Eastvale, Riverside County, California*:

- Casey Tibbet, MA, Associate/Architectural Historian

The following individuals were involved in the preparation of the *Cultural Resources Assessment for 7078 and 7080 Sumner Avenue in Eastvale, Riverside County, California*:

- Cassidy Sharp, RPA, Archaeologist

5.4 TECHNICAL CONSULTANTS

5.4.1 C&V Consulting, Inc.

The following individuals were involved in the preparation of the *Preliminary Hydrology Study Preliminary Hydrology Study, 7080 Sumner Avenue City of Eastvale, County of Riverside*:

- Ryan J. Bittner, PE, CEO

5.4.2 ELMT Consulting

The following individuals were involved in the preparation of the *Habitat Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis for the Proposed Sumner Place Project Located Within Assessor Parel Number (APN) 152-040-001*:

- Travis J. McGill, Director
- Megan E. Peukert, Associate Biologist

5.4.3 Leighton and Associates, Inc.

The following individuals were involved in the preparation of the *Geotechnical Update Review Proposed Residential Development Located at the Southeast Corner of Sumner Avenue and Schliesman Road City of Eastvale, California*:

- Steven G. Okubo, CEG, Associate Geologist
- Jose Tapia, PE, Senior Project Engineer

The following individuals were involved in the preparation of the *Phase I and Phase II Environmental Site Assessment (ESA) Proposed Sumner Residential Development Southeast of Sumner Avenue and Schleisman Road City of Eastvale, Riverside County, California*:

- Brynn McCulloch, PG, Principal Geologist
- Tracy Roberts, Senior Staff Environmental Geologist

5.4.4 Urban Crossroads, Inc.

The following individuals were involved in the preparation of the *Sumner Place Air Quality and Greenhouse Gas Assessment* and the *Sumner Place Energy Analysis Technical Memorandum:*

- Haseeb Qureshi, Principal
- Alyssa Barnett, Environmental Analyst

The following individuals were involved in the preparation of the *Sumner Place Noise and Vibration Analysis*:

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- Noah Johnson

The following individuals were involved in the preparation of the *Sumner Place Focused Traffic Assessment*:

- Charlene So, Principal

The following individuals were involved in the preparation of the *Sumner Place Vehicle Miles Traveled (VMT) Screening Assessment*:

- Alex So, Senior Associate

The following individuals were involved in the preparation of the *Sumner Place Queuing Evaluation*:

- Jose Alire, Principal
- Carleton Waters, Principal
- Robert Vu, PE, Transportation Engineer

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APPENDIX A

AIR QUALITY AND GREENHOUSE GAS ASSESSMENT

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APPENDIX B

HABITAT ASSESSMENT AND WRC MSHCP CONSISTENCY ANALYSIS

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APPENDIX C-1

HISTORIC RESOURCES EVALUATION

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APPENDIX C-2

CULTURAL RESOURCES ASSESSMENT

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APPENDIX D

ENERGY ANALYSIS

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APPENDIX E

GEOTECHNICAL INVESTIGATION

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APPENDIX F

PHASE I/II ESA

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APPENDIX G-1

PRELIMINARY WQMP

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APPENDIX G-2

PRELIMINARY HYDROLOGY STUDY

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APPENDIX H

NOISE AND VIBRATION ANALYSIS

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APPENDIX I

SCHOOL DISTRICT WILL-SERVE LETTER

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APPENDIX J-1

FOCUSED TRAFFIC ASSESSMENT

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APPENDIX J-2

VMT MEMORANDUM

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APPENDIX J-3

QUEUING EVALUATION

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APPENDIX K

TRIBAL CONSULTATION RECORD

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APPENDIX L

MITIGATION MONITORING AND REPORTING PROGRAM

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