CITY OF EASTVALE

REGULAR PLANNING COMMISSION MEETING AGENDA

Eastvale City Hall Council Chambers
12363 Limonite Ave. Suite 910, Eastvale, CA, 91752
Regular Planning Commission Meeting: 6:00 PM
Wednesday, February 18, 2026

City Commissioners
April Rodriguez-Plott, Chair
Trinidad Lomeli, Vice Chair
Andrea Hove, Commissioner
Josh Lee, Commissioner
Michael Rochelle, Commissioner

This Agenda contains a brief general description of each item to be considered. Except as otherwise provided by law, no action or direction shall be taken on any item not appearing on the following Agenda. Unless legally privileged, all supporting documents, including staff reports, and any writings or documents provided to a majority of the City Council after the posting of this agenda are available for review at Eastvale City Hall, 12363 Limonite Avenue, Eastvale, CA 91752 or you may contact the City Clerk's Office, at (951) 361-0900 Monday through Thursday from 7:30 a.m. to 5:30 p.m. and available online at www.eastvaleca.gov.

Members of the public can observe the meeting by viewing the live-stream at www.eastvaleca.gov and may provide public comment by sending comments to the City Clerk's Office by email at cityclerk@eastvaleca.gov. Staff will monitor emails to the extent possible during the meeting and provide comments as possible. All comments will be made part of the record. Comments will then be read into the record, with a maximum allowance of 3 minutes per individual comment, subject to the Mayor's discretion to reduce time on public comment. All comments should be a maximum of 500 words, which corresponds to approximately 3 minutes of speaking time. If a comment is received before the agenda item is heard but before the close of the meeting, the comment will all be included as a part of the record of the meeting but will not be read into the record.

If you are a person with a disability and need an accommodation to participate in the City of Eastvale programs, services, activities, and meetings, contact Maricela Mejia at mmejia@eastvaleca.gov or (951)703-4433 at least 72 business hours in advance to request an auxiliary aid or accommodation.

Regular meetings are recorded and made available on the City's website at www.eastvaleca.gov. Meeting recordings are uploaded to the City's website within 24 hours (unless otherwise noted) after the completion of the meeting.

1. CALL TO ORDER

2. ROLL CALL

3. PLEDGE OF ALLEGIANCE

4. ADDITIONS / REVISIONS

The Planning Commission may only add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the agency subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there is less than 2/3 of the Commissioners present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of each section unless otherwise noted.

5. PRESENTATIONS

6. PUBLIC COMMENT

Any member of the public may address the Commission on items within the Commission's subject matter jurisdiction, but which are not listed on this agenda during PUBLIC COMMENTS. However, no action may be taken on matters that are not part of the posted agenda. We request comments made on the agenda be made at the time the item is considered and that comments be limited to three minutes per person with a maximum of six minutes (time may be donated by one person). Please address your comments to the Commission and do not engaged in dialogue with individual Commissioners, City staff, or members of the audience. Blue speaker forms are available at the front table to the entrance of Council Chambers.

7. CONSENT CALENDAR

Consent Calendar items are normally enacted in one motion. The Chair or Commission may remove a Consent Calendar item for separate action. If a member of the public would like to speak on a Consent Calendar item, please complete a blue "Public Comment Form" and submit to the City Clerk prior to the item.

7.1. Planning Commission Meeting Minutes

Submitted by: Jessica Cooper, Senior Management Analyst

RECOMMENDED ACTION(S):

Staff recommends the Planning Commission approve the Planning Commission meeting minutes from January 21, 2026 meeting.

7.2. Planning Division Update

Submitted by: David Murray, City Planner

RECOMMENDED ACTION(S):

Staff recommends that the Planning Commission receive and file the Planning Division Update.

7.3. Public Works Department Update

Submitted by: Jimmy Chung, Public Works Director/City Engineer

RECOMMENDED ACTION(S):

Staff recommends that the Planning Commission receive and file the Public Works Department update.

8. PUBLIC HEARINGS

The public is encouraged to express your views on any matter set for public hearing. It is our procedure to first receive the staff report, then to ask for public testimony, first from those in favor of the project followed by testimony from those in opposition to it, and if there is opposition, to allow those in favor, rebuttal testimony only as to the points brought up in opposition. To testify on the matter, you need to simply come forward to the speaker's podium at the appropriate time, give your name and address and make your statement. After a hearing is closed, you may not further speak on the matter unless requested to do so or are asked questions by the Chair or a Member of the Commission. Public comment is limited to three (3) minutes each with a maximum of six (6) minutes (time may be donated by one speaker.)

8.1. PLN25-20005 Sumner Place Residential Development

Submitted by: Allen Lim, Senior Planner

RECOMMENDED ACTION(S):

Staff recommends that the Planning Commission take the following actions:

1. Recommend the City Council adopt the Mitigated Negative Declaration (MND) prepared for the project, based on the findings and conclusions provided in the draft environmental Initial Study (IS), attached hereto and the conclusion that all environmental impacts were adequately analyzed pursuant to applicable legal standards identified in the California Environmental Quality Act (CEQA) Guidelines;
2. Recommend the City Council approve a General Plan Amendment (GPA) to amend the existing General Plan land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM);
3. Recommend the City Council approve a Change of Zone (COZ) from Heavy Agriculture (A-2-5) to General Residential (R-3);
4. Recommend the City Council approve a Major Development Review (DR) for the development of a 159 for-sale townhome residential project, subject to conditions of approval; and
5. Recommend the City Council approve Tentative Tract Map No. 38032 for condominium purposes, subject to conditions of approval.

9. COMMISSION BUSINESS

10. CITY STAFF REPORTS

11. COMMISSION COMMUNICATIONS

12. ADJOURNMENT

The next regular meeting of the Eastvale Planning Commission is scheduled for Wednesday, March 18, 2026, at 6:00 p.m. at Eastvale City Hall Council Chambers, 12363 Limonite Avenue, Suite 900, Eastvale, CA 91752.

AFFIDAVIT OF POSTING

I hereby certify under penalty of perjury under the laws of the State of California, that the foregoing Agenda was posted at the following locations: City Hall, 12363 Limonite Avenue, Suite 910 and website of the City of Eastvale (www.eastvaleca.gov,) not less than 72 hours prior to the meeting.

_____

Marc A. Donohue, MMC
City Clerk

MINUTES
CITY OF EASTVALE

Planning Commission Regular Meeting
Wednesday, January 21, 2026
Regular Meeting: 6:00 P.M.

Eastvale City Council Chambers
12363 Limonite Avenue, Suite 900
Eastvale, CA 91752

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1. CALL TO ORDER

The regular meeting of the Eastvale Planning Commission was called to order at 6:00 p.m. by Vice-Chair Rodriguez-Plott.

2. ROLL CALL

Present: Commissioner Lomeli, Rochelle, Vice Chair Rodriguez-Plott, and Chair Lee.

Absent: Commissioner Hove.

City Staff Present: Community Development Director Gonzalez, Assistant City Attorney Herrington, and Senior Management Analyst Cooper were present at Roll Call.

3. PLEDGE OF ALLEGIANCE

Vice-Chair Rodriguez-Plott led the Pledge of Allegiance.

Staff requested to move item 4.1 after item 10.1.

On motion of Commissioner Rochelle and second by Vice-Chair Rodriguez-Plott, the Planning Commission voted unanimously by those present to move item 4.1 after item 10.1.

5. ADDITIONS / REVISIONS – None

6. PRESENTATIONS – None

7. PUBLIC COMMENT – None

8. CONSENT CALENDAR

On a motion by Vice Chair Rodriguez-Plott and second by Commissioner Lomeli, the Planning Commission voted to approve the Consent Calendar.

Commissioner Rochelle abstained from the item.

8.1 Planning Commission Minutes

The Planning Commission voted to approve the Planning Commission meeting minutes from the December 17, 2025 meeting.

8.2 Planning Division Update

The Planning Commission received and filed the Planning Division Update.

8.3 Public Works Department Update

The Planning Commission received and filed the Public Works Department Update.

9. PUBLIC HEARINGS – None

10. COMMISSION BUSINESS

10.1 Independent ZIP Code Advocacy Updates

Economic Development Manager Fung presented the item and answered related questions.

Vice-Chair Rodriguez-Plott opened the public comment period. Hearing no response, Vice-Chair Rodriguez-Plott closed the public comment period.

The Planning Commission received and filed the update.

Chair Lee entered the meeting at 6:20 p.m.

4. COMMISSION REORGANIZATION

4.1 Appointment of Chair and Vice-Chair

On a motion by Commissioner Lee and second by Commissioner Rochelle, the Planning Commission voted unanimously to appoint April Rodriguez-Plott to serve as Chair until the last Planning Commission meeting in Calendar Year 2026.

On a motion by Commissioner Rochelle and second by Chair Rodriguez-Plott, the Planning Commission vote unanimously to appoint Trinidad Lomeli to serve as Vice-Chair until the last Planning Commission meeting in Calendar Year 2026.

10. COMMISSION BUSINESS

10.2 Workshop for PLN25-20005 Sumner Place Residential Development

Senior Planner Lim and the applicant from Stratham Homes presented the item and answered related questions.

The following individuals provided public comment:

- Martin Diaz
- Giselle Leal-Pelayo
- Kevin Wekks (via e-mail)
- Anonymous (written comment)

The Planning Commission discussed the item and provided feedback.

11. CITY STAFF REPORT

Community Development Director Gonzalez provided updates.

12. COMMISSION COMMUNICATIONS

The Planning Commission provided comments.

ADJOURNMENT – Chair Rodriguez-Plott adjourned the meeting at 7:25 p.m. The next regular meeting of the Eastvale Planning Commission is scheduled for Wednesday, February 18, 2026, at 6:00 p.m.

_____

Jessica Cooper, MMC
Senior Management Analyst

CITY OF EASTVALE

AGENDA STAFF REPORT

Planning Commission Meeting
CONSENT CALENDAR
Agenda Item No. 7.2
February 18, 2026

Planning Division Update

Prepared By:
David Murray, City Planner

Recommended Action(s)
Staff recommends that the Planning Commission receive and file the Planning Division Update.

Summary
Planning projects are provided in the attached Planning Project Status list. The list provides a brief summary and status of each project. New information is highlighted in yellow. A map identifying the locations of each project is also included.

Background
The purpose of the Planning Division Update is to provide a list of the current status of major projects in the City of Eastvale.

Environmental
The following update requires no environmental review as it is not considered a "project" under the California Environmental Quality Act (CEQA).

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A
Not Applicable.

Fiscal Impact
The following update has no applicable fiscal impacts.

Prior City Council/Commission Action

Not Applicable.

Attachment(s)

Planning Division Update 2.18.26

CITY OF EASTVALE

Major Projects Summary

February 18, 2026

City of Eastvale Planning Division

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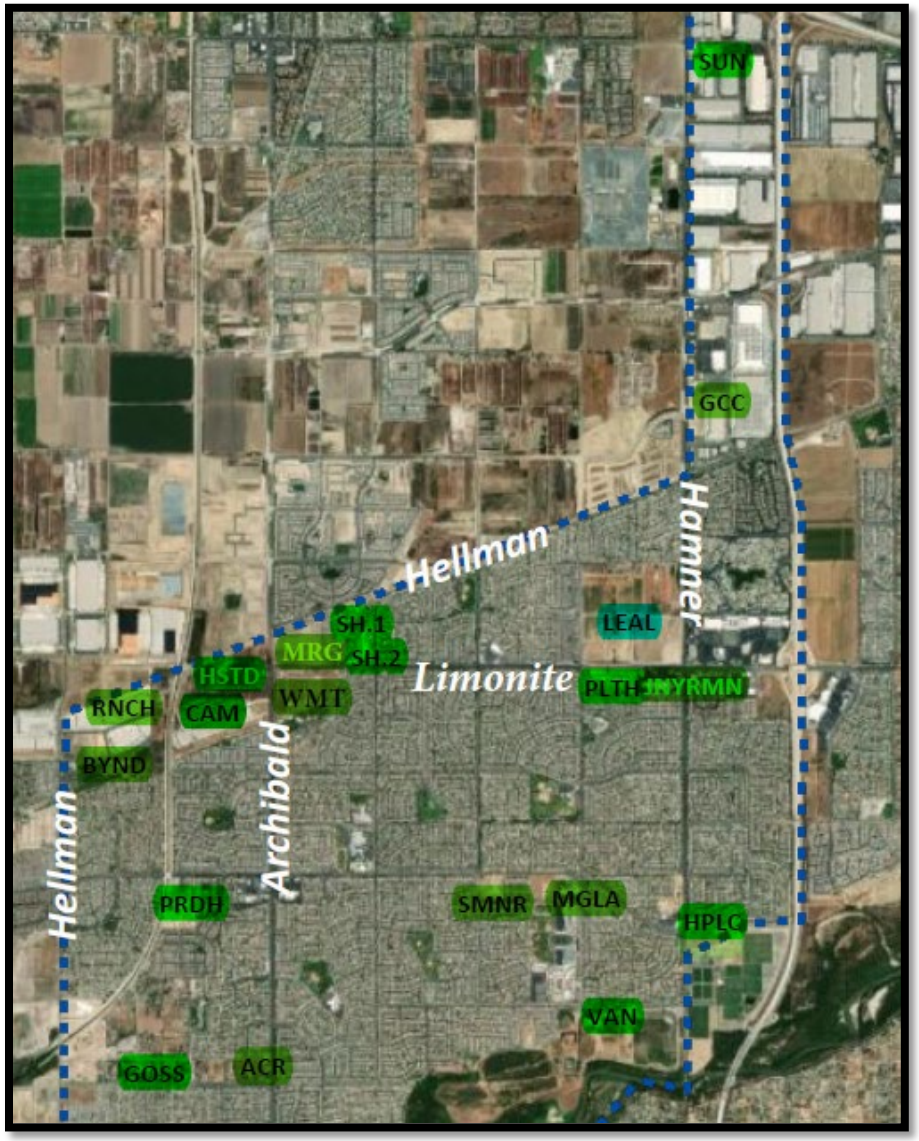

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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In-Process/Review

Sumner Place Residential Development (MAP ID: SMNR)

Project:	Sumner Place Residential Development
Project No.	PLN25-20005_GPA001_DR001_COZ001_ TTM
Project Location:	Southeast corner of Sumner Ave. and Schleisman Rd.; (Assessor Parcel Number: 152-040-01)
Project Description:	**General Plan Amendment** to change the land use designation from Commercial Retail (CR 0.20-0.35 FAR) to Multi-Family-Low-Moderate (MF-LM 20.1-40 du/acre). **Change of Zone** to change the zone from Heavy Agriculture (A-2) to General Residential (R-3). **Major Development Review** for the development of a for-sale town home residential project consisting of 159-units on 7.5 acres. **Tentative Tract Map** for condominium purposes.
Planner:	Allen Lim

Notes:

- Received application on 1.30.25
- An incomplete letter was sent out to the applicant on 2.26.25.
- On 9.11.25 the applicant resubmitted the project.
- A second incomplete letter was sent out to the applicant on 10.9.25.
- On 1.21.26 a scheduled Workshop for the Planning Commission Meeting to introduce the revised project and solicit feedback prior to formal hearing.

Project Map:



Current Status:

- The project was deemed complete and is scheduled for the February 18, 2026 Planning Commission.

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Leal Ranch Residential Tentative Tract Map Phase C (MAP ID: LEAL.2)

Project:	Leal Ranch Residential Tentative Tract Map 38596 (Phase C)
Project No.	PLN25-20086 TTM New Home Phase C
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Tentative Tract Map 38596** a request to subdivide 44.34 acres into 73 lots for condominium purposes and 12 lettered lots for open space and street purposes.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.29.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential Overall Phase C Offsite (MAP ID: LEAL.2)

Project:	Leal Ranch Residential Offsite (Phase C)
Project No.	PLN25-20087 MDR New Home Phase C Offsites
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the overall New Home Phase C Residential Development and associated site improvements of PA-7B, PA-7C, PA-12A, PA-12B, PA-12C, PA-13A, PA-13B and PA-13C of the Leal Ranch Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential DR PA-7B (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-7B (Phase C)
Project No.	PLN25-20088 DR PA-7B
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 72 multifamily (6-plex) residential units within Planning Area 7B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential DR PA-7C (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-7C (Phase C)
Project No.	PLN25-20089 DR PA-7C
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 80 single family attached residential units within Planning Area 7C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential DR PA-12A (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-12A (Phase C)
Project No.	PLN25-20090 DR PA-12A
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 72 single family detached residential units within Planning Area 12A of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential DR PA-12B (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-12B (Phase C)
Project No.	PLN25-20091 DR PA-12B
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 87 single family attached residential units within Planning Area - 12B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

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Leal Ranch Residential DR PA-12C (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-12C (Phase C)
Project No.	PLN25-20092 DR PA-12C
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 73 single family detached residential units within Planning Area - 12C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
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Leal Ranch Residential DR PA-13A (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-13A (Phase C)
Project No.	PLN25-20093 DR PA-13A
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 64 single family detached residential units within Planning Area 13A of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
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Leal Ranch Residential DR PA-13B (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-13B (Phase C)
Project No.	PLN25-20094 DR PA-13B
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 32 single family detached residential units within Planning Area 13B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Leal Ranch Residential DR PA-13C (MAP ID: LEAL.2)

Project:	Leal Ranch Residential PA-13C (Phase C)
Project No.	PLN25-20095 DR PA-13C
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the site planning and master architecture of 49 single family detached residential units within Planning Area 13C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 10.23.25
- On 11.20.25 the applicant received the first incomplete letter.

Project Map:



Current Status:

- On January 27, 2026 the project was resubmitted and is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Eastvale Care Facility (Selby)

Project:	Eastvale Care Facility
Project No.	PLN24-20047 DR003 CUP003
Project Location:	Southwest corner of Walters St. & Selby Ave.
Project Description:	**Major Development Review** for the development congregate care facility consisting of two single family homes. **Conditional Use Permit** for the allowance of a residential care facility for the elderly for up to 14 persons per home (28 max).
Planner:	Allen Lim

Notes:

- Received application on 6.20.24
- An incomplete letter was sent to the applicant on 7.11.24
- Resubmittal received on 12.30.24

Project Map:



Current Status:

- On 1.28.25 the applicant received an incomplete letter, and the Planning Division is awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Warmington Residential

Project:	Warmington
Project No.	PLN25-20102 TTM DR
Project Location:	Northeast corner of Hellman Avenue and Walters Street.
Project Description:	**Tentative Tract Map 39416** to subdivide four (4) existing parcels into 35 single family residential lots and two (2) lettered lots. **Major Development Review** to establish the site planning and master architecture of a new 35 single family detached residential community with two (2) units set aside for very low-income.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.2.25.
- An incomplete letter was sent to the applicant on 12.17.25

Project Map:



Current Status:

- The applicant resubmitted the project on 1.26.2026 and the project is currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Sri Jayaram Temple Selby

Project:	Sri Jayaram Temple
Project No.	PLN25-20061 DR
Project Location:	Northwest corner of Selby Avenue and Chandler Street.
Project Description:	**Major Development Review** for the construction and operation of a 11,973 square foot one-story place of worship and accessory restroom and dining area with ancillary parking.
Planner:	Steven D. Fowler

Notes:

- Received application on 8.14.25.
- On 8.20.25 the applicant was sent an incomplete letter
- On 9.8.25 the applicant resubmitted the project for review.
- On 9.25.2 a second incomplete letter was sent out to the applicant.
- On 11.24.25 the applicant resubmitted the project for review.
- On 12.10.25 a third incomplete letter was sent out to the applicant.
- On 12.19.25 the applicant resubmitted the project for review.

Project Map:



Current Status:

- On 1.6.26 a fourth incomplete letter was sent out to the applicant and currently awaiting resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Wireless Facility – 7250 Cobble Creek

Project:	Providence Ranch Monopine
Project No.	PLN24-20030 MDR010
Project Location:	Southeast corner of Hallow Brook Way and Westerly Way. East of Cobble Creek
Project Description:	**Minor Development Review** for the development of an unmanned telecom facility consisting of 70 ft. tall monopine 14 panel antennas mounted on the monopine, 35 RRUs mounted behind the antennas, and necessary equipment area.
Planner:	Steven D. Fowler

Notes:

- Received application on 4.30.24
- The project was scheduled for planning commission on 6.19.24.
- On 6.19.24 the planning commission continued the project to a future date.
- A second submittal was submitted for review.
- The project was scheduled for planning commission on 11.20.24.

Project Map:



Current Status:

- On 11.20.24 the Planning Commission continued the project off calendar. The Planning Division is waiting for a resubmittal.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Approved/ Entitled

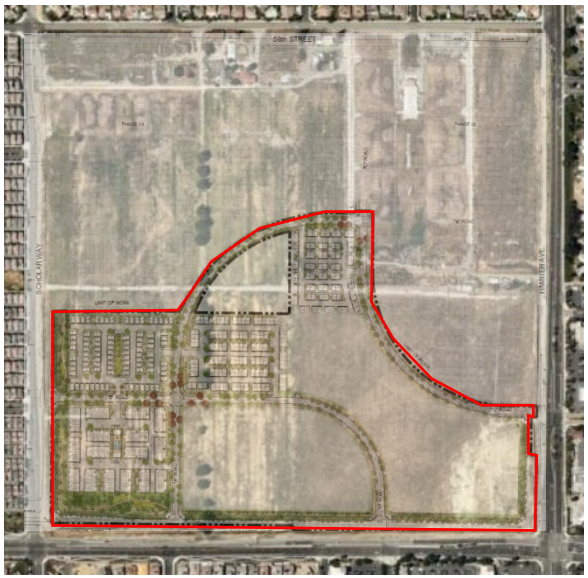
Leal Ranch Residential Phase A TTM (MAP ID: LEAL.1)

Project:	Leal Ranch Residential Tentative Tract Map (Phase A)
Project No.	PLN22-20087 TTM No. 38594
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Tentative Tract Map** to create 64 lots over 69.8 acres of land to facilitate various site improvements and initiate the residential development of PA-1, PA-6, PA-7A, and PA-8 of the Leal Ranch Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023 Planning Commission approved entitlements for PLN22-20087 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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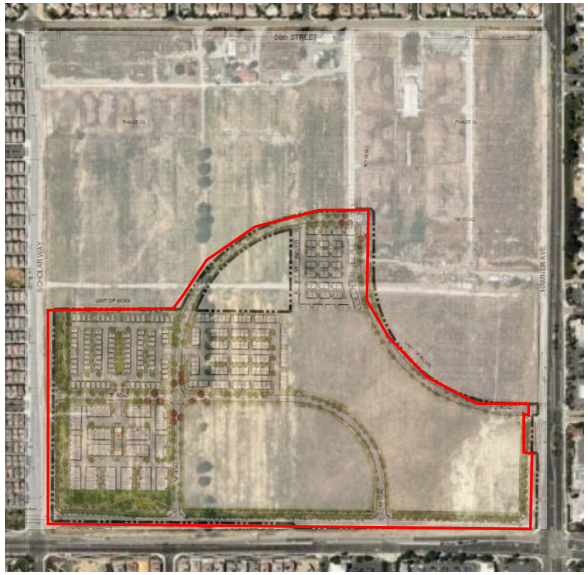
Leal Ranch Residential Overall Phase A DR (MAP ID: LEAL.2)

Project:	Leal Ranch Residential Overall DR (Phase A)
Project No.	PLN22-20088 DR006
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the overall Leal Phase A Residential Development and associated site improvements (PA-1, PA-6, PA-7A, and PA-8)
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023**,** Planning Commission approved entitlements for PLN22-20087 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Leal Ranch Residential PA-1 Phase A (MAP ID: LEAL.3)

Project:	Leal Ranch Residential PA-1 (Phase A)
Project No.	PLN22-20089 DR007
Project Location:	Northeast corner of Limonite Avenue and Scholar Way.
Project Description:	**Major Development Review** for the development of 168 new residential units within Planning Area 1 of the Leal Master Plan. Plan types will consist of townhomes (10 plex and 11 plex).
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20089 and is subject to conditions of approval.

Project Map:



Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Leal Ranch Residential PA-6 Phase A (MAP ID: LEAL.4)

Project:	Leal Ranch Residential Planning Area- 6 (Phase A)
Project No.	PLN22-20090 DR008
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the development of 102 new residential units within Planning Area 6 of the Leal Master Plan. Plan types will consist of townhomes (Duplex to 6 plex).
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20090 and is subject to conditions of approval.

Project Map:



Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Leal Ranch Residential PA-7A Phase A (MAP ID: LEAL.5)

Project:	Leal Ranch Residential Planning Area-7A (Phase A)
Project No.	PLN22-20091 DR009
Project Location:	Northeast corner of Limonite Avenue and Scholar Way.
Project Description:	**Major Development Review** for the development of 94 single family residential units within Planning Area-7A of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20091 and is subject to conditions of approval.

Project Map:



Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Leal Ranch Residential PA-8 Phase A (MAP ID: LEAL.6)

Project:	Leal Ranch Residential Planning Area 8 (Phase A)
Project No.	PLN22-20092 DR010
Project Location:	Northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	**Major Development Review** for the development of 74 single family residential units within Planning Area 8 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 12.21.22
- Application deemed incomplete by staff on January 12, 2023.
- The project was resubmitted on 06.05.2023 and is under review.
- Application was deemed incomplete on July 3, 2023.
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- Planning Commission approval on October 18, 2023
- On October 18, 2023, Planning Commission approved entitlements for PLN22-20092 and is subject to conditions of approval.

Project Map:



Current Status:

- Models are open to the public.
- Production units are actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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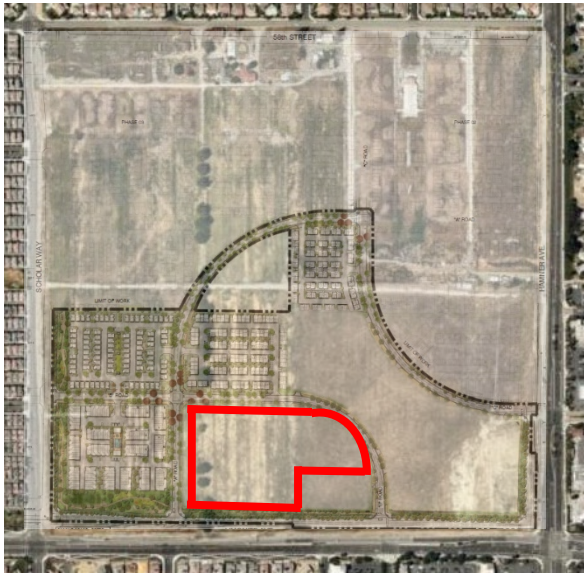
Leal Ranch Residential PA-2 Quarterra (MAP ID: LEAL.7)

Project:	Leal Ranch Residential PA-2 Quarterra
Project No.	PLN23-20036 DR006
Project Location:	Northeast corner of Limonite Avenue and of Scholar Way. South of 58th St.
Project Description:	**Major Development Review** for the development of 320 new residential units within Planning Area 2 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on June 9, 2023.
- Application was deemed incomplete on July 3, 2023
- Application was resubmitted on August 31, 2023
- Application was deemed incomplete on September 27, 2023
- Application was resubmitted on November 14, 2023
- Application was deemed incomplete on December 7, 2023
- Application was resubmitted on January 18, 2024
- Planning Commission approval on February 21, 2024
- On February 21, 2024**,** the Planning Commission approved entitlements for PLN23-20036, with conditions of Approval.

Project Map:



Current Status:

- Construction document have been submitted with the Building Division and are currently under review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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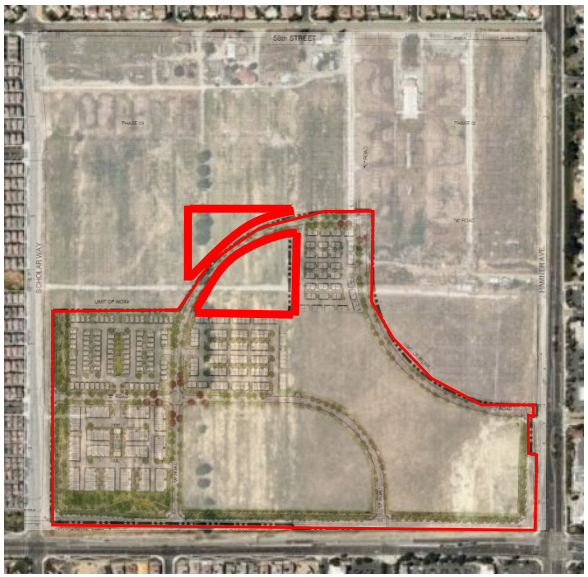
New Home Recreation Center

Project:	New Home Rec Center
Project No.	PLN24-20075 MDR014
Project Location:	Northeast corner of Limonite Avenue and of Scholar Way. South of 58th St.
Project Description:	**Major Development Review** for the site planning and architecture of the proposed recreation center within the Leal Ranch Master plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.18.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 10.24.24
- On 11.20.24 an incomplete letter was sent out to the applicant.
- The project was deemed complete and scheduled for planning commission for 2.19.25.
- On February 19, 2025 Planning Commission approved entitlements for PLN24-20075 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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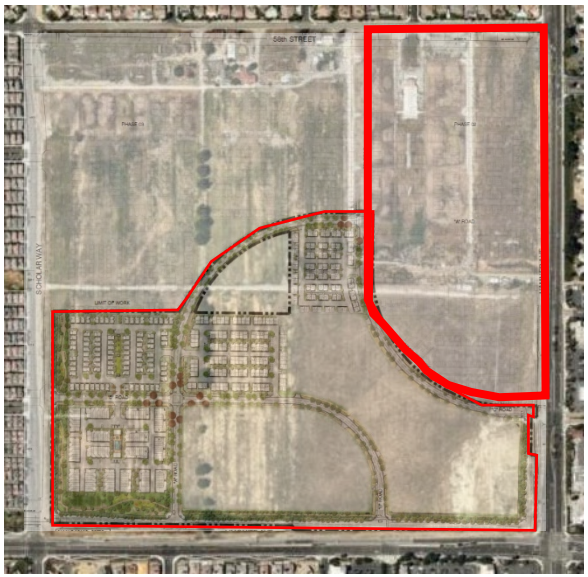
New Home TTM 38595 Phase B

Project:	Tentative Tract Map Phase B
Project No.	PLN24-20074 TTM #38594 PH B
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Tentative Tract Map** for the development of an existing lot into 46 total lots for condominium purposes (37 residential, 1 commercial, 3 for open space and 5 for private street purposes) of TTM 38595 within Planning Area 9, 10, 11A, 11B, and 11C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.18.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 10.24.24
- On 11.6.24 an incomplete letter was sent out to the applicant.
- The project was resubmitted on 12.11.24
- The project was deemed complete and is currently scheduled for planning commission on 2.19.25

Project Map:



Current Status:

- On February 19, 2025, the Planning Commission approved entitlements for PLN24-20074 and is subject to conditions of approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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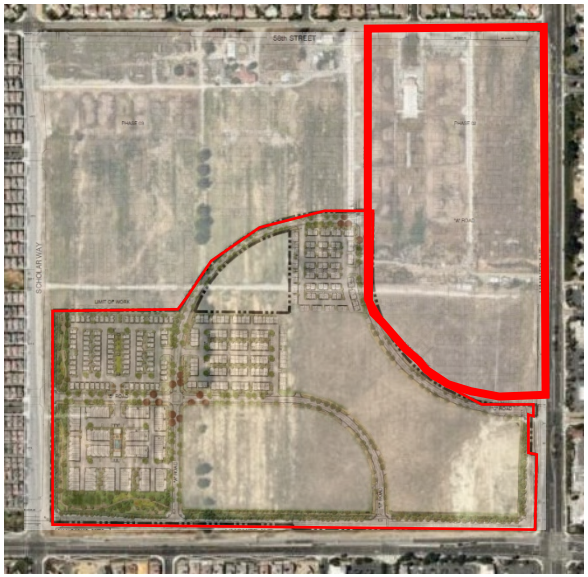
New Home Off-site

Project:	Tentative Tract Map Phase B
Project No.	PLN24-20069 DR004
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** to establish the off-site streets and layout of Phase B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.
- On 12.11.24 a second incomplete letter was sent to the applicant.
- On 1.16.25 the applicant resubmitted the project for plan review.
- On 2.10.25 a third incomplete letter was sent out to the applicant.
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025

Project Map:



Current Status:

- On 3.19.2025 the Planning Commission approved entitlements for PLN24-20069 and is subject to conditions of approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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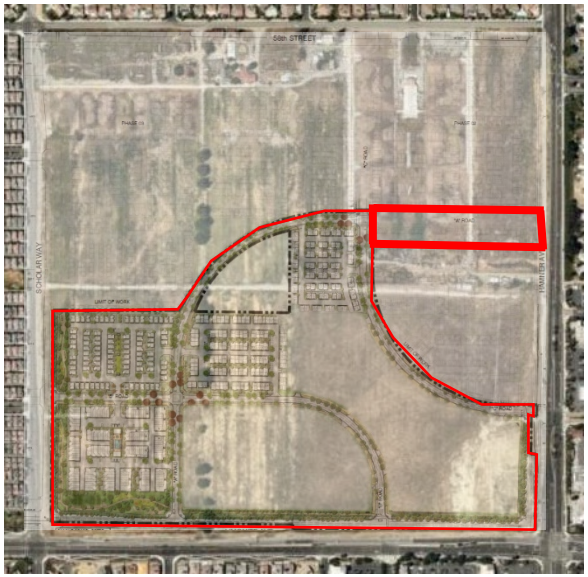
Leal Ranch Residential PA-9

Project:	Planning Area 9
Project No.	PLN24-20070 DR005
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 90 residential units (triplexes) on Lots 30-36 of TTM 38595 within Planning Area 9 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.
- On 12.11.24 a second incomplete letter was sent out to the applicant.
- On 1.16.25 the applicant resubmitted the project for plan review.
- On 2.10.25 a third incomplete letter was sent out to the applicant.
- On 2.18.25 the applicant resubmitted the project and is currently under review.
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025
- The item was heard by Planning Commission on March 19, 2025 and was continued to the following meeting date of April 16,2025.
- On 4.16.2025 the Planning Commission approved entitlements for PLN24-20070 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.
- The Model Homes are currently open.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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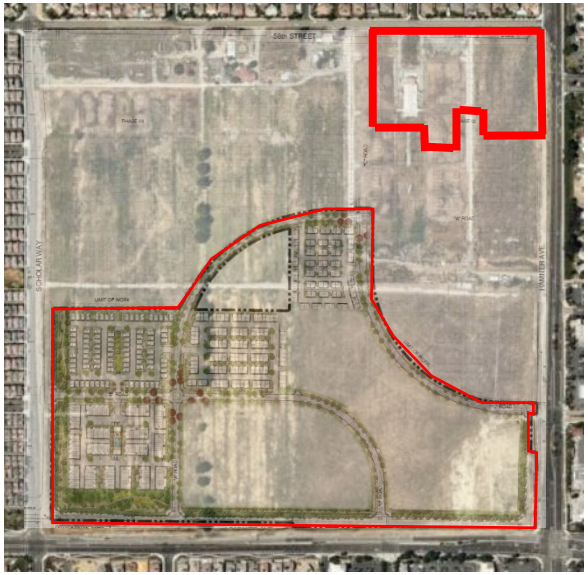
Leal Ranch Residential PA-11A

Project:	Planning Area 11A
Project No.	PLN24-20071 DR006
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 91 residential units (duplexes and triplexes) on lot 1-9 of TTM 38595 within Planning Area 11A of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.
- On 12.11.24 a second incomplete letter was sent out to the applicant.
- On 1.16.25 the applicant resubmitted the project for plan review.
- On 2.10.25 a third incomplete letter was sent out to the applicant.
- On 2.18.25 the applicant resubmitted the project and is currently under review.
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025
- On 4.16.2025 the Planning Commission approved entitlements for PLN24-20071 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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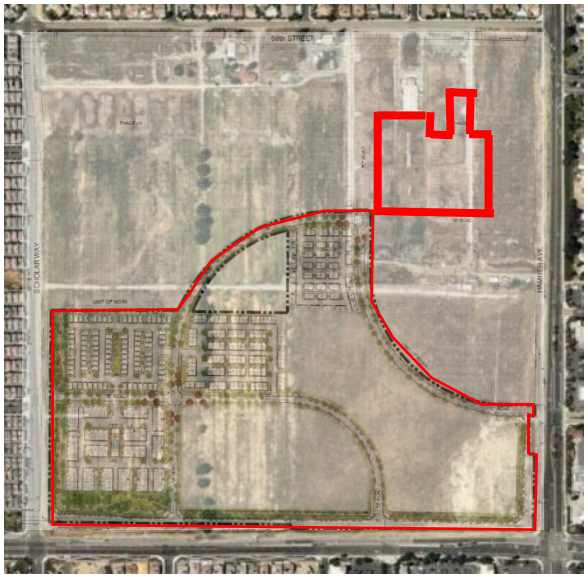
Leal Ranch Residential PA-11B

Project:	Planning Area 11B
Project No.	PLN24-20072 DR007
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 90 residential units (6-plex and 8-plexes) on Lots 10-18 of TTM 38595 within Planning Area 11B of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.
- On 12.11.24 a second incomplete letter was sent out to the applicant.
- On 1.16.25 the applicant resubmitted the project for plan review.
- On 2.10.25 a third incomplete letter was sent out to the applicant.
- On 2.18.25 the applicant resubmitted the project and is currently under review.
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025
- On 4.16.2025 the Planning Commission approved entitlements for PLN24-20072 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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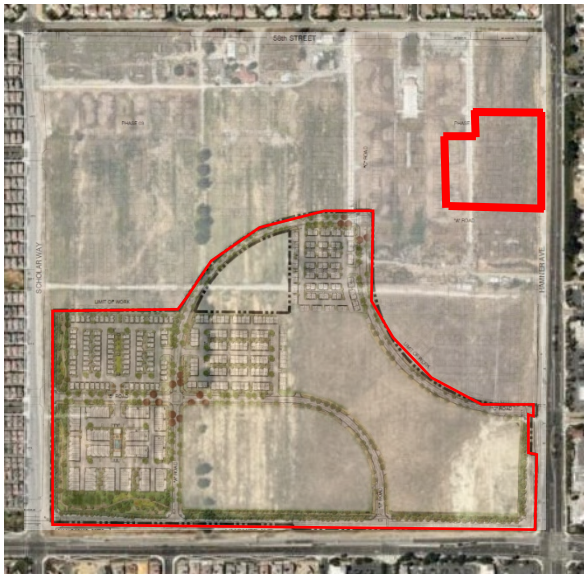
Leal Ranch Residential PA-11C

Project:	Planning Area 11C
Project No.	PLN24-20073 DR008
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 63 residential units (triplexes) on Lots 19-29 of TTM 38595 within Planning Area 11C of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 8.21.24
- On 9.16.24 an incomplete letter was sent out to the applicant.
- On 11.20.24 the applicant resubmitted the project.
- On 12.11.24 a second incomplete letter was sent out to the applicant.
- On 1.16.25 the applicant resubmitted the project for plan review.
- On 2.10.25 a third incomplete letter was sent out to the applicant.
- On 2.18.25 the applicant resubmitted the project and is currently under review.
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025
- On 4.16.2025 the Planning Commission approved entitlements for PLN24-20073 and is subject to conditions of approval.

Project Map:



Current Status:

- Actively under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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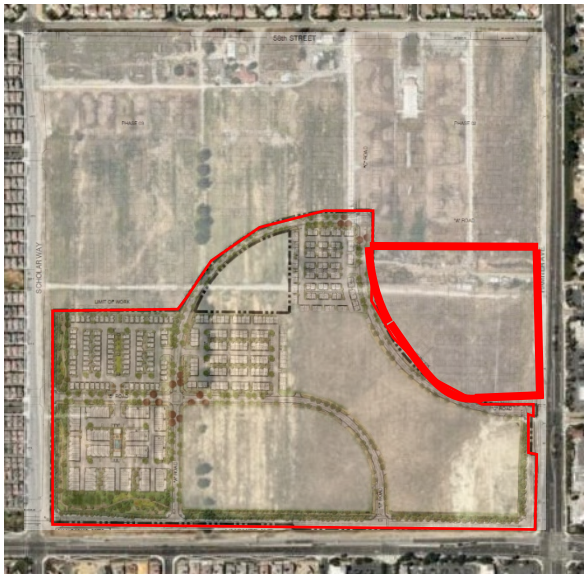
Leal Ranch Residential PA-4 Quarterra Phase II

Project:	Planning Area 4
Project No.	PLN24-20035 DR001
Project Location:	Southwest corner of Limonite Avenue and 58th Street.
Project Description:	**Major Development Review** for the development of 360 multi-family residential units on 10.6 acres within Planning Areas 4 & 10 of the Leal Master Plan.
Planner:	Jamie K. Cerda

Notes:

- Received application on 5.7.24
- An incomplete letter was sent out to the applicant on 6.3.24
- On 7.24.24 the applicant resubmitted to the planning division for review.
- A second incomplete letter was sent to applicant on 8.12.24
- On 10.14.24 the applicant resubmitted to the planning division for review.
- A third incomplete letter was sent to applicant on 11.7.24
- On 12.19.24 the applicant resubmitted to the planning division for review.
- A fourth incomplete letter was sent to applicant on 1.16.25
- On 4.7.25 the applicant resubmitted to the planning division for review.
- The project was scheduled for Planning Commission on the date of 5.21.25.

Project Map:



Current Status:

- On 5.21.2025 the Planning Commission approved entitlements for PLN24-20035 and is subject to conditions of approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Richmond American Residential (formerly Warmington Residential)

Project:	Warmington Residential
Project No.	PLN24-20053 TTM001 DR003 SB330
Project Location:	Northeast corner of Grapewin St. & Archibald Ave.
Project Description:	**Tentative Tract Map** for 76 lots for a single family home community. **Major Development Review** for the development of 76 single-family residential units.
Planner:	Jamie K. Cerda

Notes:

- Received application on 6.27.24
- An incomplete letter was sent to the applicant on 7.10.24 documents were resubmitted
- A second incomplete letter has been sent to applicant on 8.06.24
- A third incomplete letter has been sent to applicant on 10.17.24
- The Project was deemed complete and scheduled for Planning Commission date of March 19, 2025
- The project was heard by the Planning Commission on 3.19.25 meeting and recommended to the City Council for approval.
- The project was heard by the City Council on 4.23.25 where action was to continue the project for the next scheduled City Council date on May 28, 2025.

Project Map:



Current Status:

- On 05.28.2025 City Council approved entitlements for PLN24-20053 and is subject to conditions of approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Goodman Commerce Center (MAP ID: GCC)

Project:	Goodman Commerce Center (formally Lewis Eastvale Commerce Center)
Project No.	11-0271 **see related projects below
Project Location:	190 acres +/- fronting on Hamner Ave. north of Bellegrave Ave. and south of Cantu-Galleano Ranch Road
Project Description:	General Plan Amendment, Change of Zone, and Specific Plan to provide a mix of warehousing, light industrial, office, and retail uses. Major Development Review for the development of two industrial buildings of approximately 1,007,705 square feet and 1,033,192 square feet. CEQA: Environmental Impact Report (certified)
Planner:	Allen Lim

Notes:

- Approved by City Council on November 12, 2014

See the following projects for more recent activity at the Goodman Commerce Center Development:

- Project No. PLN17-20033 Retail Building CR-3 – Starbucks & other tenants (GCC.1)
- Project No. PLN18-20014 Retail Building CR-12 – Quick Quack Carwash (GCC.2)
- Project No. PLN18-20042 Retail Building CR-11 – Multi-Tenant (GCC.3)
- Project No. PLN19-20006 Retail Building CR-10- Chick-fil-A (GCC.4)
- Project No. PLN19-20063 Retail Building CR-8 – Altura Credit Union (GCC.5)
- Project No. PLN19-20064 Retail Building CR-6 (GCC.6)
- Project No. PLN20-20018 Retail Building CR-6A, CRA, CR-B, CR-C
- Project No. PLN21-20063 Retail Building CR-1 – Chili's
- Project No. PLN21-20068 Retail Building CR-2 – Olive Garden
- Project No. PLN22-20025 Planning Area-4 Development

Project Map:



Current Status:

- Various buildings complete, operating and under construction.

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2. Projects that have been completed for more than one year are removed from this list.
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GCC CR-1 Chili's Alcohol CUP and VAR (MAP ID: GCC.13)

Project:	GCC CR-1 Alcohol CUP and VAR
Project No.:	PLN22-20010_CUP002_VAR001
Project Location:	Southeast corner of Hamner Avenue and Cantu-Galleano Ranch Rd.; Assessor Parcel Number (APN) 160-510-023
Project Description:	**Conditional Use Permit** for the on-sale and consumption of beer, wine, and distilled spirits at a 7,757 square foot PAD building (CR-1) restaurant (dba Chili's). **Variance** to request modification to the sign standards to allow four (4) tenant wall signs.
Planner:	Jamie K. Cerda

Notes:

- Received application on March 7, 2022
- On April 20, 2022, PLN22-20012 was approved by the Planning Commission subject to conditions of approval.

Project Map:



Current Status:

- Project is currently on hold per developer.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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New Restaurant Shell (CR-1)

Project:	Commercial Restaurant Building (CR-1)
Project No.	PLN25-20031 DR003
Project Location:	Southwest corner of Cantu-Galleano Ranch Road. & Goodman Way.
Project Description:	**Major Development Review** for the development of a new restaurant building of 5,780 sq. ft. located on 1.17-acre vacant lot.
Planner:	Steven D. Fowler

Notes:

- Received application on 4.23.25
- On 5.20.25 an incomplete letter was sent out to the applicant.
- On 6.12.25 the applicant resubmitted to the Planning Division.
- A public hearing was scheduled for 8.20.25 to present the project to the Planning Commission
- On August 20, 2025, the Planning Commission approved entitlements for PLN25-20031 and is subject to conditions of approval.

Project Map:



Current Status:

- Grading plans and Construction plans have been approved and construction will begin shortly.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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GCC Planning Area 4 DR and TPM (MAP ID: GCC.15)

Project:	GCC Planning Area 4 DR and TPM
Project No.:	PLN22-20025 CR-13 and TPM No. 38438, PLN22-20056 DR CR-14, PLN22-20057 DR CR-15, PLN22-20058 DR CR-16, PLN22-20059 DR CR-17
Project Location:	Northeast corner of Hamner Avenue and Goodman Way (Assessor Parcel Number: 160-510-010, -011, -012, -013, -015, -016, and -033)
Project Description:	**Major Development Review (DR)** for development of five (5) business park buildings ranging in size from 40,000 sf to 59,987 sf in Planning Area 4 of the Goodman Commerce Center in Eastvale Specific Plan. **TPM No. 38438:** For the reconfiguration of a 14.4-acre site into five (5) individual parcels.
Planner:	Allen Lim

Notes:

- Received application on April 20, 2022.
- Project was deemed incomplete by Staff on May 19, 2022.
- Received resubmittal on August 8, 2022.
- Project was deemed incomplete by Staff on August 24, 2022.
- Project was deemed complete by Staff on September 28, 2022.
- On October 19,2022, the Planning Commission approved PLN22-20025, -56 through -59 subject to conditions of approval.
- Building Permits issued on November 28,2023

Project Map:



Current Status:

- Buildings are currently being leased.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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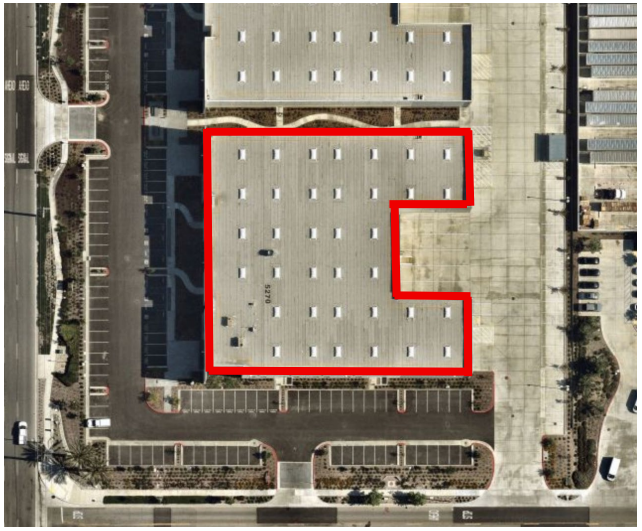
Team Up Arena

Project:	Team Up Arena
Project No.	PLN25-20056 CUP
Project Location:	Northeast corner of Hamner Avenue and Goodman Way.
Project Description:	**Conditional Use Permit** to allow for an indoor recreation facility that will include (but not limited to) trampolines, dodgeball, augmented reality attractions, open jump areas, mini golf, darts, and bowling. **Conditional Use Permit** to allow for a type 47 beer wine and distilled spirits for on-site consumption.
Planner:	Steven D. Fowler

Notes:

- Received application on 8.13.25
- An incomplete letter was sent to the applicant on 9.3.25.
- On 9.18 the applicant resubmitted the project.
- The project was scheduled for Planning Commission on 10.15.25.
- October 15, 2025, the Planning Commission approved entitlements for PLN25-20056 and is subject to Conditions of Approval.

Project Map:



Current Status:

- Plans have been submitted and are under review with Building Division.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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All-Magic

Project:	All-Magic Paint and Body
Project No.	PLN25-20081 CUP
Project Location:	Northeast corner of Hamner Avenue and Commerce.
Project Description:	**Conditional Use Permit** to allow for an indoor autobody paint and repair center that is contained completely within the building.
Planner:	Steven D. Fowler

Notes:

- Received application on 10.13.25
- The project was deemed complete and scheduled for 11.19.25 Planning Commission meeting.

Project Map:



Current Status:

- ON November 19, 2025, the Planning Commission approved entitlements for PLN25-20081 and is subject to Conditions of Approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Hamner Place Pad-2 (MAP ID: HPLC.4)

Project:	PAD-2 at Hamner Place
Project No.	PLN24-20019_MDR008_CUP001
Project Location:	Northeast corner of Schleisman Rd. and of Hamner Ave.
Project Description:	New 4,250 sq. ft. multi-tenant shops with pick-up drive-up lane.
Planner:	Allen Lim

Notes:

- Received application on 2.26.24
- On March 21, 2024 an incomplete letter was sent out to the applicant, awaiting resubmittal.
- May 1, 2024 applicant resubmitted.
- June 3, 2024 the application was deemed complete and tentatively scheduled for July planning commission.
- On July 17, 2024 The Planning Commission approved the entitlements for PLN24-20019 and is subject to conditions of approval.

Project Map:



Current Status:

- The Shell for Pad 2 received final approval.
- The Bruster's Ice Cream is still under plan check review.
- The Chipotle has been approved and is currently operational.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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The Ranch (MAP ID: RNCH)

Project:	The Ranch
Project No.	15-0783
Project Location:	Northeast and southeast corners of Hellman and future Limonite (Kimball) Avenues, west of Cucamonga Creek Channel. Moons Site (APNs: 144-010-008-0, 144-101-013-4) and Rodriguez Site (APN: 144-010-009-1)
Project Description:	• Specific Plan Amendment to modify boundaries for Planning Areas 1 through 6, land use designation for Planning Area 5, and revisions to allowable uses. No revisions to Planning Areas 7 through 9. • Major Development Review for six (6) industrial buildings totaling 985,000 square feet on six (6) parcels. • Tentative Parcel Map No. 36787 to subdivide approximately 97 gross acres into 14 legal parcels. CEQA: EIR Addendum
Planner:	Allen Lim

Notes:

- Approved by City Council on December 9, 2015.
- February 19, 2016, a new owner purchased the six (6) industrial lots.
- Monument Sign approved on February 1, 2018.
- See the following projects for more recent activity at The Ranch:
  - Project No. PLN18-20007: Eastvale 88,000 square-foot Warehouse building in Planning Area 3. (RNCH.1)
  - Project No. PLN18-20050: Howard Industrial -Major Development Review, Tentative Map for Planning Areas 7, 8 and 9 (RNCH.2)
  - Project No. PLN19-20034: Transwestern – Major Development Review, Amendment to Tentative Parcel Map for Planning Areas 7, 8, and 9 (RNCH.3)
  - Project No. PLN19-20035: Summit Development – Major Development Review for Planning Area 6 (RNCH.4)

Project Map



Current Status:

- Approved.
- Continue discussing potential development for commercial portion.
- Construction of six industrial/warehouse buildings are completed.
- A resolution for the Final Cancellation of the Williamson Act Contract for the Rodriguez Site was adopted by City Council meeting on July 24, 2019.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Beyond Food Mart at The Ranch (MAP ID: RNCH.5)

Project:	Beyond Food Mart Major Development Review and Conditional Use Permit(s)
Project No.	PLN21-20014_DR002_CUP003
Project Location:	Northeast corner of Hellman Ave. and Limonite Ave. at The Ranch Specific Plan (Assessor Parcel Number: 144-010-077)
Project Description:	**Major Development Review,** for the construction of a new 7,150 square-foot Beyond Food Mart with a single lane drive-through operation, a 5,177 square-foot canopy, and a 2,312 square-foot drive-through carwash **Conditional Use Permit,** for the operation of automobile service station with concurrent off sale of beer and wine (Type 20) **Conditional Use Permit,** for the operation of a C-Store with a drive-through **Conditional Use Permit,** for the operation of a drive-through carwash
Planner:	Allen Lim

Notes:

- Received application on 3.17.21
- On November 17, 2021, the Planning Commission approved project PLN21-20014, subject to conditions of approval.

Project Map:



Current Status:

- The Building Permits have been issued and is currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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The Ranch TPM No. 38114 (MAP ID: RNCH.6)

Project:	The Ranch TPM No. 38114
Project No.	PLN22-20009_TPM38114
Project Location:	Northeast corner of Limonite Avenue and Hellman Avenue; Assessor Parcel Number (APN) 144-010-077
Project Description:	**Tentative Parcel Map** to subdivide one (1) 10.68 acres into two (2) individual parcels.
Planner:	Allen Lim

Notes:

- Received application on March 2, 2022
- On May 18th, 2022, the Planning Commission approved project PLN22-20009, subject to conditions of approval.
- On November 17, 2021, the Planning Commission approved project **PLN21-20014.**

Project Map:



Current Status:

The Building Permits of PLN21-20014 have been issued and is currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Hotel Suites (HPLC.1)

Project:	Hotel - Staybridge Suites at Hamner Place
Project No.	PLN19-20023
Project Location:	Southeast corner of Hamner Avenue and Schleisman Road; (Assessor Parcel Number: 152-050-050)
Project Description:	**Major Development Review** for a hotel and a banquet facility and a **Conditional Use Permit** for the sale of alcohol for on-site consumption.
Planner:	Allen Lim

Notes:

- Received application on June 6, 2019.

See the following project for more information:

- PLN17-20015: Hamner Place (former Polopolus Property)
- Approved by Planning Commission on June 19, 2019.
- Building plans received for review on January 30, 2020.

Project Map:



Current Status:

- The Staybridge Suites has obtained Certificate of Occupancy and is fully operational.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Hamner Place Retail Suites D.R (HPLC.3)

Project:	Hamner Place Retail Suites – Major Development Review (DR)
Project No.	PLN19-20053
Project Location:	Southeast corner of Hamner Avenue and Schleisman Road; (Assessor's Parcel Number: 152-060-003)
Project Description:	**Major Development Review** for a multi-tenant building to include retail suites and a potential restaurant. The restaurant is proposed to be 5,910 square feet and the shops portion of the building is 2,270 square feet for a total building floor area of 9,190 square feet.
Planner:	Allen Lim

Notes:

- Received application on November 21, 2019.
- On December 18, 2019, the Planning Commission approved project PLN19-20053 subject to conditions of approval.

Project Map:



Current Status:

- The Building is currently operational.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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The Merge (MAP ID: MRG)

Project:	The Merge Retail and Industrial Center
Project No.	PLN18-20026
Project Location:	Northeast corner of Limonite Avenue and Archibald Avenue; APN: 164-010-019-6
Project Description:	**Major Development Review**, **Tentative Parcel Map**, and **Variance** for the development of a retail and light industrial center on an approximately 26-acre site, and various **Conditional Use Permits** for certain uses.
Planner:	Allen Lim

Notes:

- Received application on May 24, 2018; Development plans received on June 26, 2018.
- Draft Environmental Impact Report (EIR) available for a 45-day public review period from September 18, 2018, to November 2, 2018.
- Condition Use Permits application submitted on October 1, 2018.
- November 21, 2018, Planning Commission recommended approval of all applications, plus added new conditions for the Major Development Review application.
- December 12, 2018, City Council certified the EIR and approved all applications as recommended by the Planning Commission including the new conditions recommended by the Planning Commission, plus the Council added one new condition for the Major Development Review. January 9, 2019, City Council conducted second reading of ordinance for Change of Zone.
- Construction building plans for industrial buildings 1-6 approved by Planning 11.25.19
- Sprouts (Major 1) is completed and in operation 10.28.20

Project Map:



Current Status:

- The Merge Industrial and Retail have completed construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Walmart (MAP ID: WMT)

Project:	Walmart – Eastvale Crossings
Project No.	PLN12-0051, PLN21-20021_DR002 (Ref. PLN12-0051)
Project Location:	Southeast corner of Limonite and Archibald Avenues (APN 144-030-039)
Project Description:	General Plan Amendment, Change of Zone, Major Development Review, five Conditional Use Permits, Tentative Tract Map No. 35061, and Variance for the development of a 177,000 +/- sq. ft. retail store and several outparcels on 24.78 acres. CEQA: Environmental Impact Report (certified) **Major Development Review** for the construction of a Walmart gasoline service station with an ancillary 1,620 square foot convenience store located on Parcel 2 of Tentative Tract Map No. 35061
Planner:	Jamie K. Cerda

Notes:

- City Council approval on April 26, 2017.
- Project was reviewed by the Riverside County Airport Land Use Commission and received a conditional finding of conformance with the Chino Airport Land Use Compatibility Plan.
- Public review of DEIR available from September 27 to November 17, 2016.
- On March 15, 2017, the Planning Commission reviewed and recommended approval of the project to City Council.
- City Council public hearing on April 12, 2017, with a staff recommendation to continue the hearing to April 26, 2017.
- City Council approval on April 26, 2017. Notice of Determination recorded on April 27, 2017.
- Waiting for applicant to submit construction plans.
- Extension of Time (PLN19-20052) has been approved by the Planning Commission on 1.15.2020
- Extension of Time (PLN19-20052) has been approved by the Planning Commission on 1.15.2020
- Extension of Time (PLN21-20021 MDR002) has been approved by the planning department on 11.02.2021.
- Minor Development Review (PLN22-20012 MDR002) has been approved by the planning department on 1.24.2023
- Extension of Time (PLN22-20017 EOT 001) has been approved by the planning department on 10.20.2021
- On April 26, 2023, the City Council approved Final Map TR35061.

Project Map:



Current Status:

- The site had a grand opening on 1/14/2026 and is currently operational.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Mister Carwash (MAP ID: WMT)

Project:	Mister Car Wash
Project No.	PLN24-20024_DR001_CUP002
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 5,435 sq. ft. building with 3 queuing lanes funneling into a 130' tunnel which leads out to 26 vacuum stalls.
Planner:	Steven D. Fowler

Notes:

- Received application on 3.25.24
- On April 23, 2024 an incomplete letter was sent to the applicant
- On June 11, 2024 resubmittal was received.
- On July 10, 2024 an incomplete letter was sent to the applicant
- On August 20, 2024, the Planning Division deemed the project complete
- On September 18, 2024 the Planning Commission approved project PLN24-20024, subject to conditions of approval.

Project Map:



Current Status:

- Building Division has construction plans ready to issue.
- Public Works Department is currently awaiting submittal for grading.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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McDonanlds (MAP ID: WMT)

Project:	McDonalds
Project No.	PLN24-20089_DR009
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 4,375 sq. ft. building with drive thru lane.
Planner:	Steven D. Fowler

Notes:

- Received application on 10.15.24
- An incomplete letter was sent out to the applicant on 11.14.24
- On 1.6.25 the project was resubmitted for second round of review.
- The Project was deemed complete and scheduled for the 2.19.25 planning Commission.
- On February 19, 2025 Planning Commission approved entitlements for PLN24-20089 and is subject to conditions of approval.

Project Map:



Current Status:

- The project has obtained construction documents with the Building Division and Public Works Department.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Better Buzz (MAP ID: WMT)

Project:	Better Buzz
Project No.	PLN24-20091_MDR015
Project Location:	Southeast corner of Limonite Ave. and of Archibald Ave. (APN:144030039)
Project Description:	New 1,770 sq. ft. building with patio and drive-thru
Planner:	Steven D. Fowler

Notes:

- Received application on 10.28.24
- On 11.21.24 an incomplete letter was sent out to the applicant.
- On 1.21.25 the applicant resubmitted the project for second round of review.
- The Project was deemed complete and scheduled for the 2.19.25 planning Commission.

Project Map:



Current Status:

- On February 19, 2025 Planning Commission approved entitlements for PLN24-20091 and is subject to conditions of approval.
- Currently awaiting construction documents to be submitted with the Building Division and Public Works Department.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Dunkin Donuts and Carwash DR and CUP (MAP ID: DUNK)

Project:	Dunkin Donuts and Carwash DR and CUP
Project No.	PLN21-20030_DR_003_CUP_007 Dunkin Donuts and PLN21-20060_DR006_CUP011 American Express Carwash
Project Location:	Northwest corner of Schleisman and Hamner Ave.; Assessor Parcel Number (APN) 152-341-017
Project Description:	**Major Development Review (DR):** For the development of a 3,400 square foot multi-tenant building where 1,600 square feet will be for a Dunkin Donuts with a drive-through and outdoor patio and where 1,800 square feet will be for a bistro with an outdoor patio. (PLN21-20030) **Major Development Review (DR)**: for the development of a 5,113 square foot car/truck wash with 18 vacuum stalls. (PLN21-20060) **Conditional Use Permit (CUP):** To allow the operation of a drive-through for the proposed coffee shop. (PLN21-20030) **Conditional Use Permit (CUP)**: To allow the operation of a drive-through for the proposed car/truck wash use. (PLN21-20060)
Planner:	Jamie K. Cerda

Notes:

- Received application on 5.26.21
- Applicant has provided updated submittal package 5.9.22
- On July 20, 2022 the Planning Commission approved project PLN21-20030 and PLN21-20060, subject to conditions of approval.
- The Building Division has approved constructions plans.

Project Map:



Current Status:

- All-American Carwash has received TCO and is currently operational.
- Dunkin Donuts have pulled permits currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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Cherry Tree Residential

Project:	Cherry Tree Residential
Project No.	PLN24-20092 TTM DR010 and PLN24-20057 SB330
Project Location:	Southwest corner of Walters St. and Selby Ave.
Project Description:	**Vesting Tentative Tract Map** for 39 lots for a single-family home community. **Major Development Review** for the development of 39 single-family residential units, 38 attached ADUs, and 38 detached ADUs.
Planner:	Allen Lim

Notes:

- Received application on 10.28.24
- An incomplete letter was sent to the applicant on 11.26.24
- On 3.3.25 the applicant resubmitted for plan review.
- A second incomplete letter was sent to the applicant on 3.27.25
- On 5.12.25 the applicant resubmitted for plan review.
- The project was deemed complete and scheduled for the June 18, 2025, to be presented to the Planning Commission.
- On June 18, 2025, the Planning Commission approved entitlements for PLN24-20092 and is subject to conditions of approval.

Project Map:



Current Status:

- On October 17, 2025, construction documents were submitted for Building Division Review.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Oasis Residential

Project:	Oasis Residential
Project No.	PLN25-20016 TTM002 DR002 SBB330
Project Location:	Southeast corner of Chandler Ave. & Hellman Ave.
Project Description:	**Tentative Tract Map** for 65 lots for a single-family home community and 2 open space lots. **Major Development Review** for the development of 65 single-family residential units.
Planner:	Allen Lim

Notes:

- Received application on 3.19.25
- On 4.17.25 the applicant received an incomplete letter.
- On 5.20.25 the applicant resubmitted the project for Planning Division review.
- Additional CEQA documents were submitted on 6.11.25.
- On 7.20.25 the applicant received a second incomplete letter.
- On 10.1.25 the applicant resubmitted the project for Division review.
- The project was scheduled for Planning Commission on 11.19.25

Project Map:



Current Status:

- On November 19, 2025, the Planning Commission approved entitlements for PLN25-20016 and is subject to Conditions of Approval.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
3. Highlighted Text =Updated Information

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Archibald and Chandler Retail (MAP ID: ACR)

Project:	Archibald and Chandler Retail Center
Project No.	PLN23-20018 TPM #37653, PLN23-20019 MDR004 CUP002, PLN23-20020 MDR005 CUP003, PLN23-20020 MDR006
Project Location:	Northwest corner of Archibald and Chandler; (Assessor Parcel Numbers: 144-130-004, 144-130-011, 144-130-012, 144-130-013)
Project Description:	**Tentative Parcel Map (37653)** to parcelize a 2.71-acre site into three (3) parcels. **Minor Development Review** for a commercial development on a 0.81-acre parcel comprised of a 3,500 square feet sit-down restaurant (Zendejas) **Minor Development Review** for a commercial development on a 1.18-acre parcel a 3,598 square feet drive-through carwash (Quick Quack Express Carwash) **Minor Development Review** for a commercial development on a 0.75-acre parcel with a 950 square feet drive-through coffee shop (Dutch Bros). **Conditional Use Permit** for the operation of a drive-through coffee shop. **Conditional Use Permit** for the operation of a drive-through carwash.
Planner:	Allen Lim

Notes:

- Received application on 04.11.23
- On 5/9/2023 comments were returned to the applicant.
- On July 27, 2023 the project was resubmitted.
- On August 24, 2023 a correction letter was sent out to the applicant.
- Application deemed complete scheduled Planning Commission date of October 18, 2023.
- The item was continued to the November 15, 2023 Planning Commission.
- The Item was continued to the December 20,2023 Planning Commissio**n**.
- On December 20, 2023, the Planning Commission approved entitlements for PLN23-20018 TPM #37653, PLN23-20019 MDR004 CUP002, PLN23-20020 MDR005 CUP003, PLN23-20020 MDR006

Project Map:



Current Status:

- Awaiting submittal of Final parcel map to Public Works Department.
- Quick Quack has submitted for grading to Public Works and construction documents to Building Division.
- Dutch Bros has submitted for grading to Public Works and construction documents to Building Division.
- Overall site grading has been submitted to Public Works.
- Zendejas has submitted construction documents for plan check with the Building Division.

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Magnolia Ranch

Project:	Magnolia Ranch (Woodside)
Project No.	PLN23-20043 DR005
Project Location:	Southwest of Schleisman Rd. and Scholar Way. North of Orange St.
Project Description:	**Development Review** for the development of 41 traditional single-family homes on lots of a minimum 55' x 90 (4950 SF)
Planner:	Jamie K. Cerda

Notes:

- Application submitted on July 6, 2023.
- Application was deemed incomplete on July 6, 2023
- Application deemed complete scheduled Planning Commission date of October 18, 2023
- On October 18, 2023 Planning Commission approved entitlements for PLN23-20043 and is subject to conditions of approval.

Project Map:



Current Status:

- Building plans were issued on 2.13.2025 and the project is currently under construction.
- Model homes are open to the public.

1. New projects are added to the bottom of the list as they are submitted.
2. Projects that have been completed for more than one year are removed from this list.
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St. Oscar Romero Modular Buildings

Project:	St. Oscar Romero's Modular Buildings
Project No.	PLN23-20038 MDR008
Project Location:	Northwest corner of Chandler St. and of Selby Ave. North of Retriever St.
Project Description:	**Minor Development Review** for the development of 2 temporary 1,059 square feet (total of 2,118 square feet) Modular Office Building with accessible stairs, ramps, restrooms, parking and connected walkway.
Planner:	Steven D. Fowler

Notes:

- Application submitted on July 6, 2023.
- Application was deemed incomplete on July 6, 2023
- Application was deemed incomplete on July 24, 2023
- Application was resubmitted on August 21, 2023
- Application was deemed complete on September 7, 2023.

Project Map:



Current Status:

- Building Division has issued permits for construction and is currently under construction.

1. New projects are added to the bottom of the list as they are submitted.
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Future

The Leal Plan (MAP ID: LEAL)

Project:	Leal Master Plan
Project No.	Special Project
Project Location:	160 acres ± at the northwest corner of Hamner and Limonite Avenue, east of Scholar Way, and south of 58th Street.
Project Description:	This Master Plan describes the community's vision for the project area, identifies appropriate land uses, and includes the development standards that are necessary to achieve the vision, defines the character of the project's development, lists the steps involved with the development process, and provides the project's implementation plan. CEQA: EIR
Planner:	Jamie K. Cerda

Notes:

- In September 16, 2016, the Planning Commission reviewed and recommended approval to City Council. May 2017 – City has been asked by property owner's representative to postpone action on the project while issues related to the estate of Brad Leal are resolved August 30, 2017 – City met with Leal family and prospective developer to discuss processing and timing.
- City Council Approved Master Plan and Final Environmental Impact Report on December 13, 2017.
- Adopted by City Council on December 13, 2017.
- Staff continues to coordinate with the property owners as they seek a developer(s) for the site.
- Planning Commission recommend approval to City Council on April 26, 2022
- On May 11, 2022, the City Council approved the Leal Masterplan Amendment (PLN21-20039) and related entitlements (DA, TTM 382290, DR PLN22-20020)
- On May 25, 2022, the City Council approved the second reading of the ordinances for the Leal Master Plan Amendment (PLN21-20039) and Development Agreement (PLN22-20039).
- On August 24, 2022**,** Lot Line Adjustment (2022-001) was recorded with the Assessor-County Clerk Recorder.

Project Map:



Current Status:

- Construction documents are currently under review for phase A of Leal Master Plan. Awaiting submission of entitlements application for phase B.

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CITY OF EASTVALE

AGENDA STAFF REPORT

Planning Commission Meeting
CONSENT CALENDAR
Agenda Item No. 7.3
February 18, 2026

Public Works Department Update

Prepared By:
Jimmy Chung, Public Works Director/City Engineer

Recommended Action(s)
Staff recommends that the Planning Commission receive and file the Public Works Department update.

Summary
The Public Works Department provides monthly updates on residential and commercial development projects, encroachment permits, capital improvements projects including a grant summary.

Background
Not Applicable.

Analysis
Not Applicable.

Environmental
Not Applicable.

Strategic Plan Action - Priority Level: N/A | Target #: N/A | Goal #: N/A
Not Applicable.

Fiscal Impact

Not Applicable.

Prior City Council/Commission Action

Not Applicable.

Attachment(s)

Attachment 2_PW Grant Summary 021826
Attachment 1_PW Project Update List 021826

PUBLIC WORKS GRANTS SUMMARY

GRANTS AWARDED

AGENCY	GRANT NAME	PROJECT NAME	GRANT AWARD	MATCH	DUE DATE	STATUS
USDOT: Department of Transportation	Congressman Calvert: 2023 Transportation and Infrastructure Appropriations Bill	Limonite Gap Pedistrian Bridge	$ 1,600,000.00	$ 400,000.00		This grant is for construction phaseo only. The project is currently under design.
California Department of Resources Recycling and Recovery	CalRecycle Rubberized Pavement (TRP) Grant Program (TRP16-23-0047)	Annual Overlay/Residential Slurry Seal Project	$ 170,586.00		April 1, 2026	
California Department of Transportation	HSIP: Highway Safety Improvement Program Cycle 12	Traffic Signal Improvement at Sumner and 68th	$ 642,402.00	$ 79,398.00	March 31, 2028	Allocation request for PE phase will be submitted.

EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Civic Center Project (Phase 1)
PROJECT DESCRIPTION:	A design build project to construct a Phase 1 of the Civic Center Project, which includes approximately 52,000 square foot City Hall, a 25,000 square foot library, a 20,000 square foot police station with a park and a civic plaza.
PROJECT STATUS:	**In Construction:** The construction contract was awarded to Clark Construction on June 25, 2025. Notice to Proceed was issued to Clark, effective August 11, 2025.
PROJECT SCHEDULE:	Structural steel erection continues as well as the offsite utility work in Bootsma.

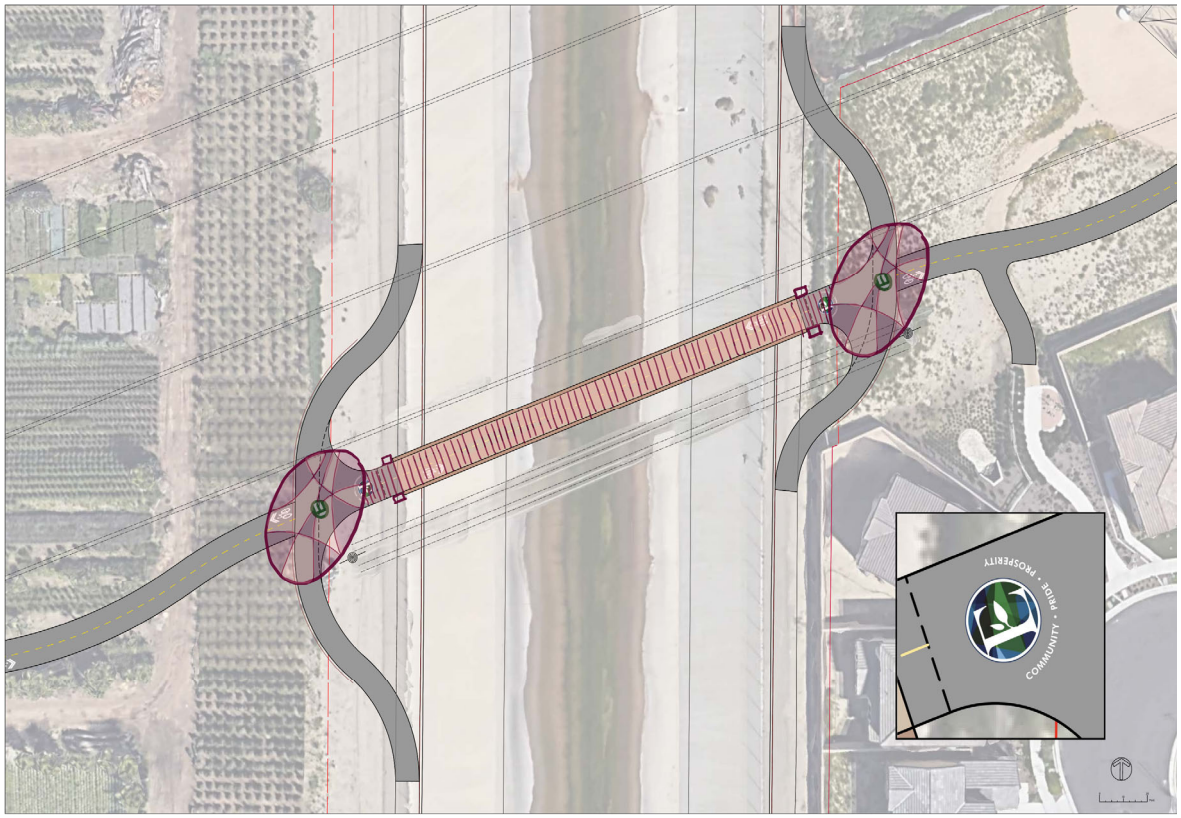
PROJECT RENDERING:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Limonite Gap Pedestrian Bridge
PROJECT DESCRIPTION:	Project will design and install a prefabricated steel fabricated bridge over Cucamonga Creek Channel to close the gap of pedestrian path within the SCE easement.
PROJECT STATUS: :	**In Design – Engineering:** Design contract was awarded to TYLin on April 10, 2024. 65% PS&E was delivered on February 17, 2025 and is being reviewed. Technical studies are being prepared to submit to Caltrans for NEPA EA.
PROJECT SCHEDULE:	100% PS&E is anticipated to be delivered by June 2026.

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Median Improvement Projects at River Rd, Cantu Galleano Rd, and Archibald Ave
PROJECT DESCRIPTION:	Project will Install landscaped raised medians at River Rd, Cantu Galleano Rd, and Archibald Ave to physically separate opposing traffic streams and help stop vehicles traveling into opposing traffic lanes. The project will be constructed in two phases: Phase 1 will involve the construction of hardscape including curb, gutter, and sleeve for future utilities, and Phase 2 will include the installation of landscaping, monument, and lighting.
PROJECT STATUS:	**In Construction:** Construction contract for Phase 2 was awarded in May 2025.
PROJECT SCHEDULE:	Landscaping and median monument signs have been installed, along with the streetlight poles on River Rd. Associated electrical work is being scheduled for installation and energization.

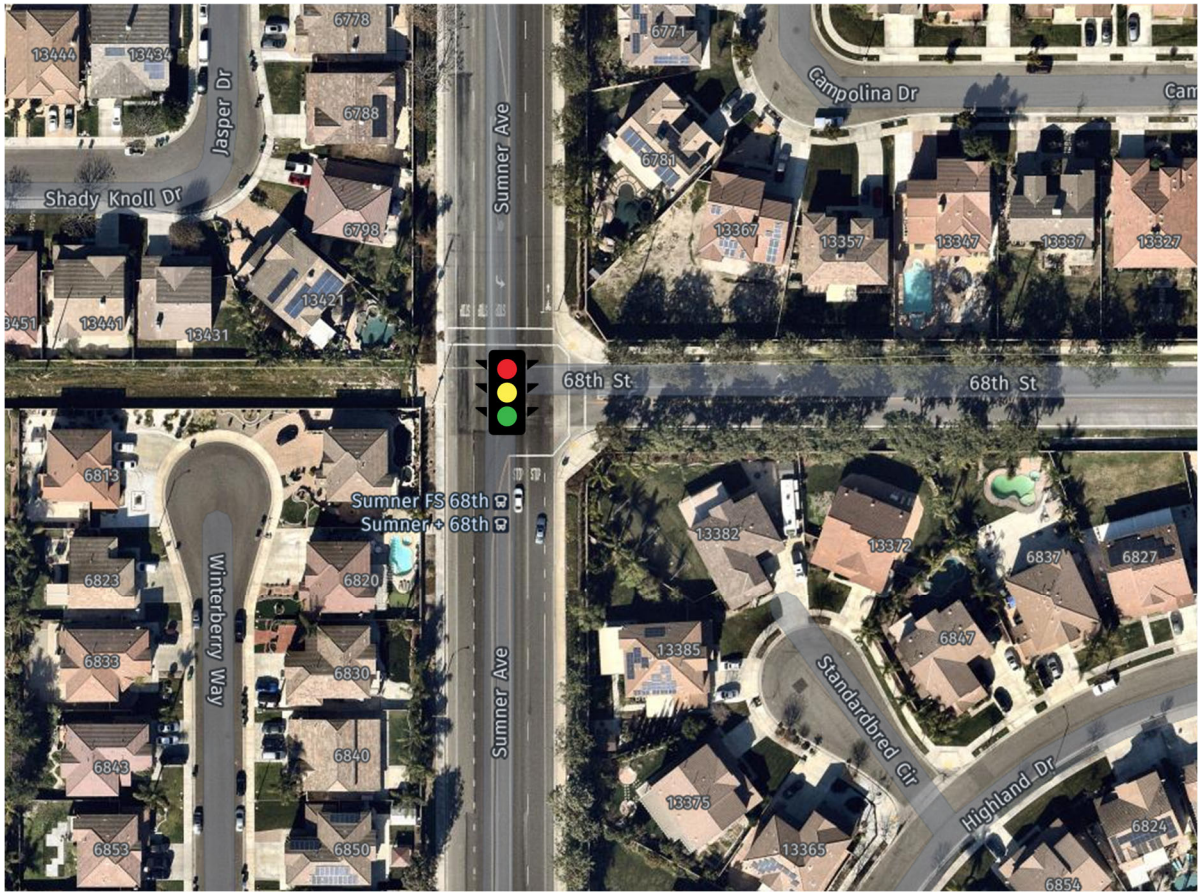
PROJECT IMAGE:



EASTVALE PUBLIC WORKS
PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Traffic Signal Improvement at Sumner Ave and 68th St
PROJECT DESCRIPTION:	Project will design and install traffic signals at the intersection of Sumner Ave and 68th Street.
PROJECT STATUS:	**In Design – Engineering:** Design contract was awarded to STC on August 13, 2025.
PROJECT SCHEDULE:	The final PS&E is expected to be completed by February 2026, and the project is tentatively scheduled to be advertised for construction bidding in April 2026.

PROJECT IMAGE:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Citywide Traffic Signal Synchronization - Phase 1 Arterials
PROJECT DESCRIPTION:	Install traffic synchronization components and fiber optic line and/or wireless antenna to relay signal per the traffic signal synchronization master plan. Traffic signal synchronization of major corridors will be completed in two phases. Phase 1 includes Hamner Avenue, Archibald Avenue, Schleisman Road and Scholar Way. Phase 2 includes collectors streets including Harrison Ave, Sumner Ave, 65th St, and Citrus St (CIP 94007). This project is for Phase 1, and synchronization on Schleisman Rd will be completed after the intersection of Schleisman Rd and Sumner is improved by a developer.
PROJECT STATUS:	**In Design - Engineering:** Design contract was awarded to STC on August 13, 2025.
PROJECT SCHEDULE:	The final PS&E is expected to be completed by May 2026, and the project is tentatively scheduled to be advertised for construction bidding in June 2026.

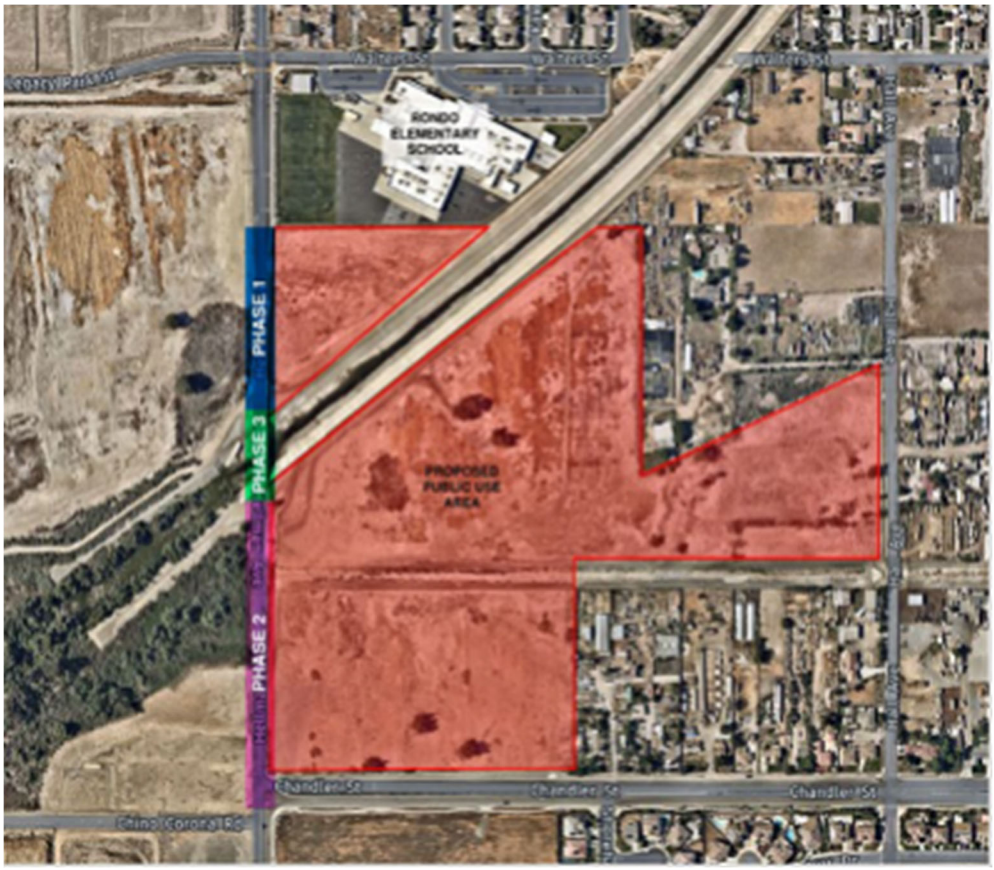
PROJECT IMAGE:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Hellman Avenue Street Widening and Walters Pedestrian Bridge
PROJECT DESCRIPTION:	The project involves widening Hellman Avenue from Walters Street to River Road to eliminate bottlenecks and improve traffic flow. The scope includes conducting a feasibility study, preparing environmental documents, right-of-way easement documents, and PS&E. The project will be completed in two phases: 1) Widening of Hellman Avenue north of Chandler Avenue, including lot grading south of Rondo Elementary School and bridge widening. 2) Widening of Hellman Avenue from Shortham Street to River Road. The feasibility study will determine the most efficient approach for phasing the project.
PROJECT STATUS:	**In Design - Engineering:** This project is receiving TUMF funding.
PROJECT SCHEDULE:	The RFP for design and environmental services has been issued. The NTP is anticipated in March 2026.

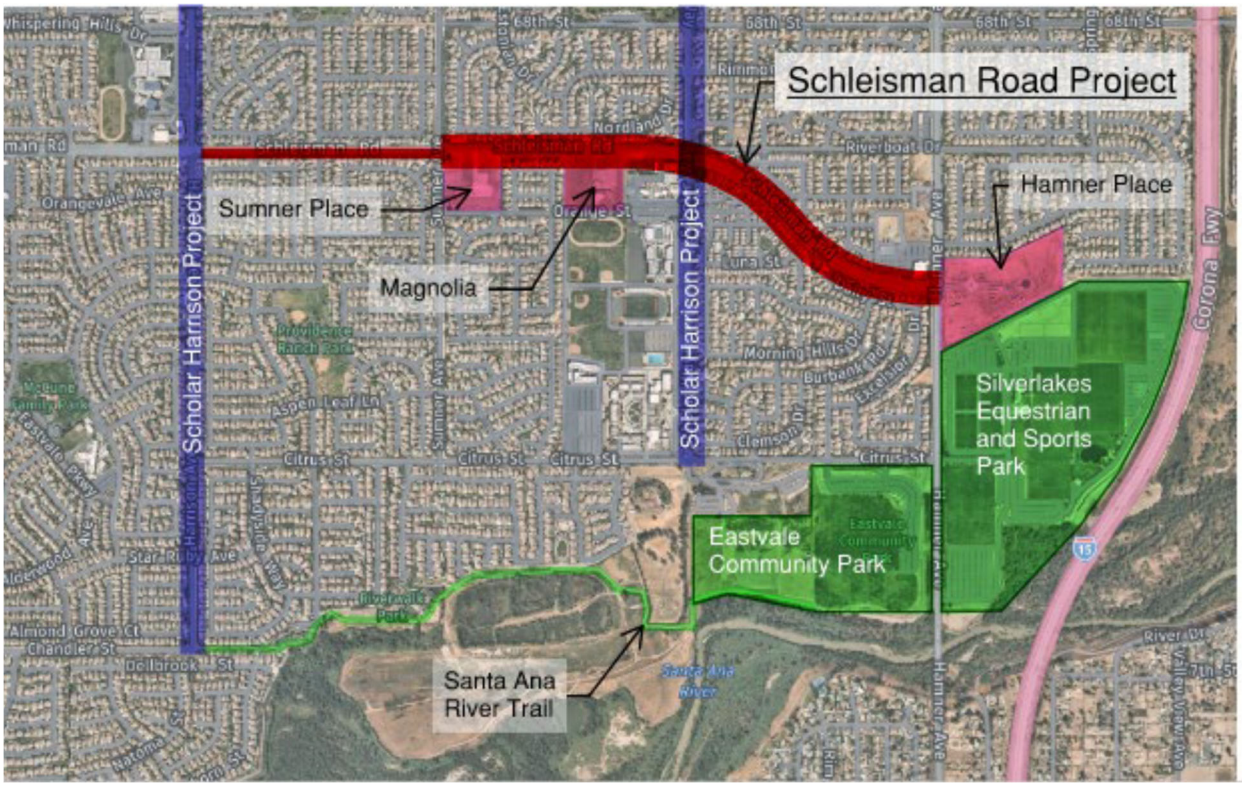
PROJECT IMAGE:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Capital Improvements Project
PROJECT NAME:	Schleisman Road Mobility, Safety and Connectivity Project
PROJECT DESCRIPTION:	Design and construction of Schleisman Road between Hamner Avenue and Sumner Avenue to include all-inclusive, all ages and abilities.
PROJECT STATUS:	**In Design – Engineering:** Notice to Proceed issued 6/12/2025.
PROJECT SCHEDULE:	30% plans are anticipated to be delivered in early February.

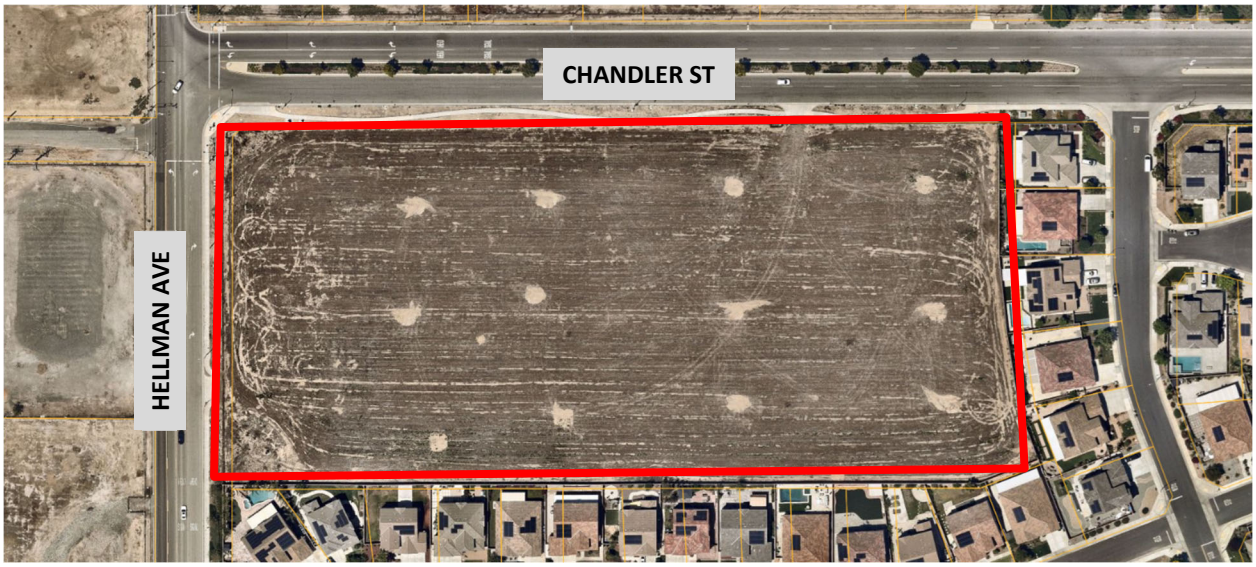
PROJECT IMAGE:



EASTVALE PUBLIC WORKS
PROJECT UPDATES

PROJECT TYPE:	Residential Development
PROJECT NAME:	Oasis Residential
PROJECT LOCATION:	Southeast corner of Chandler Street and Hellman Avenue
PROJECT DESCRIPTION:	65 Residential units on 8.2 acres.
PROJECT STATUS:	Project is currently in review for entitlement.

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Residential Development
PROJECT NAME:	Warmington Residential
PROJECT NUMBER:	PW25-10004
PROJECT LOCATION:	Southeast corner of Archibald Avenue and Grapewin Street
PROJECT DESCRIPTION:	Improvements include 76 residential lots on 8.3 acres.
PROJECT STATUS:	Project is in the plan check phase.

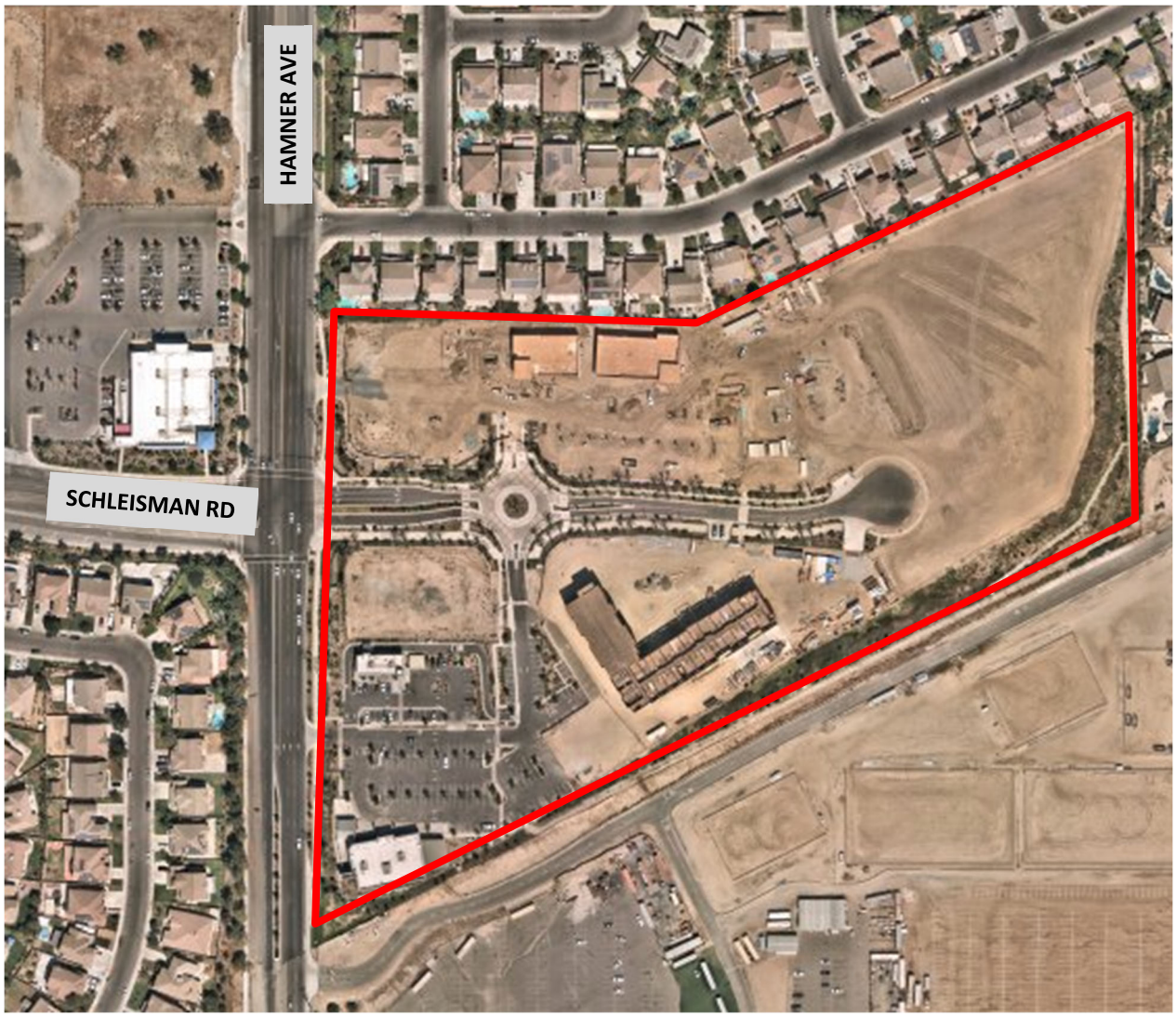
PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Hamner Place
PROJECT NUMBER:	PW18-10712
PROJECT LOCATION:	East of Hamner Avenue and Schleisman Road
PROJECT DESCRIPTION:	Improvements include 21.48 gross acres.
PROJECT STATUS:	Onsite improvement ongoing

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Residential Development
PROJECT NAME:	Eastwalk/ Leal
PROJECT NUMBER:	PW22-1004
PROJECT LOCATION:	Northwest corner of Limonite Avenue and Hamner Avenue
PROJECT DESCRIPTION:	158.6 acre development that will include approximately 2500 residential units as well as plans for future commercial development
PROJECT STATUS:	Developer has obtained precise grading, street, sewer and water, and building permits. Phase A homes are now on sale.

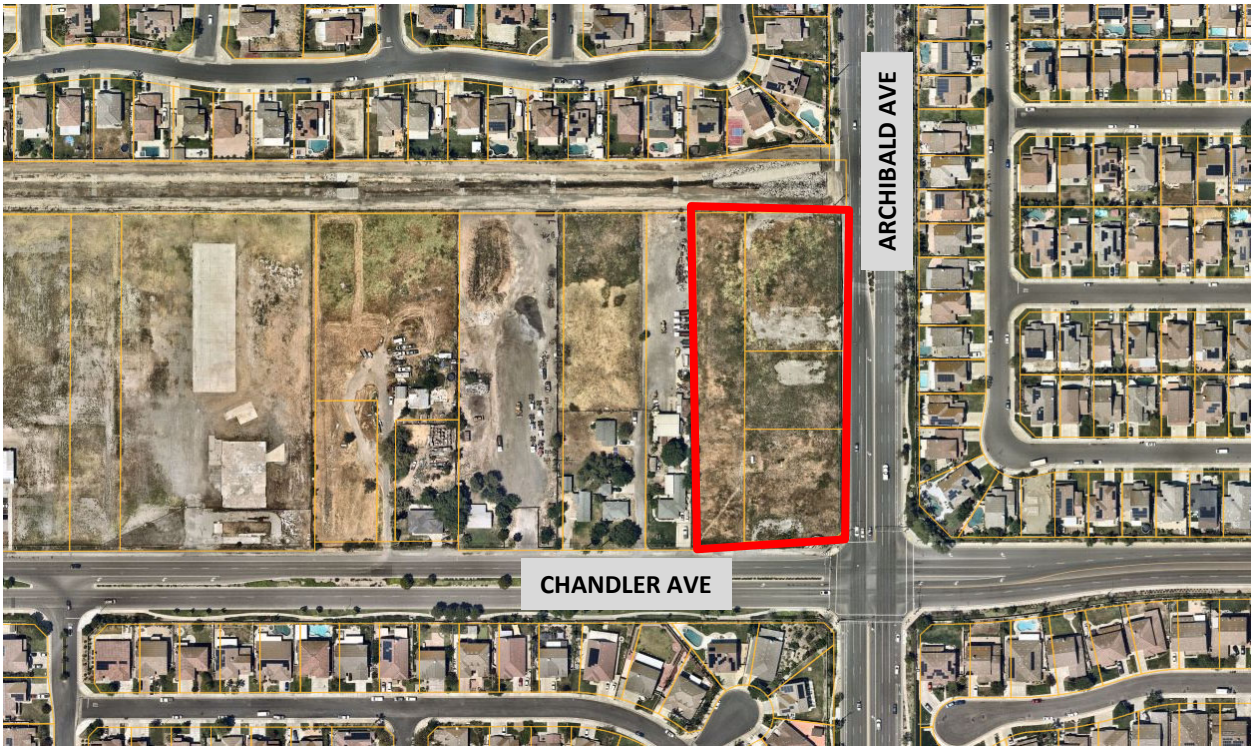
PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Chandler Plaza
PROJECT NUMBER:	TPM 37653
PROJECT LOCATION:	Northwest corner of Chandler Avenue and Archibald Avenue
PROJECT DESCRIPTION:	2.70 acre subdivision into three retail development parcels
PROJECT STATUS:	Developer is working to obtain permits

PROJECT MAP:



EASTVALE PUBLIC WORKS PROJECT UPDATES

PROJECT TYPE:	Commercial Development
PROJECT NAME:	Walmart
PROJECT NUMBER:	PW23-10004
PROJECT LOCATION:	Southeast corner of Limonite Avenue and Archibald Avenue
PROJECT DESCRIPTION:	177,000 square foot retail center on 23.3 acres
PROJECT STATUS:	Walmart is open. Off-site improvements are wrapping up in the next couple months.

PROJECT MAP:



CITY OF EASTVALE

AGENDA STAFF REPORT

Planning Commission Meeting
PUBLIC HEARINGS
Agenda Item No. 8.1
February 18, 2026

PLN25-20005 Sumner Place Residential Development

Prepared By:

Allen Lim, Senior Planner

Recommended Action(s)

Staff recommends that the Planning Commission take the following actions:

1. Recommend the City Council adopt the Mitigated Negative Declaration (MND) prepared for the project, based on the findings and conclusions provided in the draft environmental Initial Study (IS), attached hereto and the conclusion that all environmental impacts were adequately analyzed pursuant to applicable legal standards identified in the California Environmental Quality Act (CEQA) Guidelines;
2. Recommend the City Council approve a General Plan Amendment (GPA) to amend the existing General Plan land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM);
3. Recommend the City Council approve a Change of Zone (COZ) from Heavy Agriculture (A-2-5) to General Residential (R-3);
4. Recommend the City Council approve a Major Development Review (DR) for the development of a 159 for-sale townhome residential project, subject to conditions of approval; and
5. Recommend the City Council approve Tentative Tract Map No. 38032 for condominium purposes, subject to conditions of approval.

Summary

The applicant is requesting that the Planning Commission recommend that the City Council approval of a GPA, COZ, TTM, and Major DR to allow the development of a new residential project with 159 for-sale townhomes located south of Schleisman Road, north of Orange Street, east of Sumner

Avenue, identified as Assessor's Parcel Number (APN) 152-040-001. The proposed land use change from the existing Commercial Retail (CR) land use designation to Multi-Family Low-Moderate (MF-LM) is compatible with the surrounding land uses as it represents a gradual increase in density and an overall reduction in the permitted land use intensity because commercial retail uses at the site would have a greater impact on the surrounding neighborhoods.

Background

The project applicant, SC Sumner LLC, formally submitted the first iteration of the Sumner Place Residential project on November 5, 2020, under project number PLN20-20063. This proposal included plans for a mixed-use for rent development with 216 multiple-family residential units and a 5,000-square foot commercial building on the southeast corner of Sumner Avenue and Schleisman Road. The project was duly noticed and scheduled for the May 19, 2021 Planning Commission meeting, where the Planning Commission approved and upheld the applicant's request to continue the item to the June 16, 2021 Planning Commission meeting to allow additional time for public outreach.

On June 1, 2021, the applicant held a community open house from 4:00 p.m. to 8:00 p.m. at the Eastvale Community Center to allow residents to learn more about the project and ask questions of the applicant, prior to formal consideration at a public hearing meeting. In addition to providing email notification to all interested parties, the applicant mailed approximately 500 post card notices for the open house on May 21, 2021 to property owner and residents within a 600-foot radius from the project boundary. The open house included several information booths where residents were given a chance to ask questions, share concerns, and better understand the different components of the project along with the measures proposed by the applicant to minimize impacts to the surrounding neighborhoods. The booths covered the following topics:

- Design and Architecture
- Traffic and Circulation
- School Capacity
- Parking
- Improvements
- Safety and Security
- Housing Diversity
- Landscaping

At the time, the applicant also created a website where residents could learn more about the project and sign up for more information or to be contacted by the applicant to discuss the project.

At the June 16, 2021 Planning Commission meeting, the Commission held a public hearing for the project and voted to continue the project off calendar, subject to the completion and adoption of the City's 2021-2029 Housing Element update. The Housing Element was adopted by City Council on April 20, 2022 and certified by the California Department of Housing and Community Development on June 21, 2022.

Subsequent to the Planning Commission hearing, the project applicant continued to engage with the public through various community meetings, two (2) Kiwanis Club meetings, and individual meetings with the City Council members and Planning Commissioners before formally submitting a new

entitlement application (PLN25-20005) with updates and changes based on the feedback received.

The updated project includes a request for a General Plan Amendment to change the land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM), a Change of Zone from Heavy Agriculture (A-2) to General Residential (R-3), a Major Development Review for the design and site planning of a 159 for-sale townhome residential project, and a Tentative Tract Map for condominium purposes.

A public workshop was held at the January 21, 2026, Planning Commission meeting, which introduced the revised Sumner Place Residential project, highlighting the updated designs based on the community feedback received, and provided an opportunity for dialogue with the Planning Commission and members of the community. Although not required by State law, a 10-day workshop notification was mailed to property owners within a 600-foot radius of the project site to provide the public additional opportunity to learn about the project and provide input.

This public workshop discussed key differences between the previous proposal (PLN20-20063) and current proposal (PLN25-20005). The Planning Commission provided comments in regard to school capacity, engagement with the school district, ensuring updated traffic analysis, ensuring architectural enhancements, ensuring quality landscape treatment, and a request for a parking comparison to the previous proposal. Four (4) public comments, two (2) by email and two (2) in-person, were received expressing concerns regarding parking, traffic, school capacity, and neighborhood compatibility. A summary comparing the updated proposal (PLN25-20005) to its former design (PLN20-20063) has been included below:

Table 1: Proposal Comparison

	Previous Proposal (PLN20-20063)	**Current Proposal (PLN25-20005)**	**Notes**
General Plan	Commercial Retail to Highest-Density Residential (20.1-40 du/acre) and Commercial Retail	Commercial Retail to **Multi-Family-Low-Moderate** (20.1-40 du/acre)	
Change of Zone	Heavy Ag. (A-2-5) to General Residential (R-3) and General Commercial (C-1/C-P)	Heavy Ag. (A-2-5) to General Residential (**R-3**)	
Subdivision	TPM and TTM for Condominium Purpose	TTM for Condominium Purpose	
Land Use	Mixed-Use (Commercial and Residential)	Residential	
Product Type	Apartment | **For-Rent**	Attached Town Home | **For-Sale**	
Number of Units	216 dwelling units	159 dwelling units	Decrease of **57 units**
Density	28.05 du/acre	21.09 du/acre	Decrease of **6.96 du/acre**
Building Setbacks (Site Boundary)	**West**: 21 ft. **East**: 68 ft. **North**: 20 ft. **South**: 20 ft.	**West**: 10 ft. **East**: 19.5 ft. **North**: 10 ft. **South**: 10 ft.	Consistent with **R-3 Zone**.

Parking Ratio	Resident: 1.81 spaces/unit = 391 spaces Commercial = 37 spaces Total = **428 spaces provided**	2.94 spaces/unit = **467 spaces provided**	Increase of **39 spaces** Parking all on-site.
Amenities	Swimming Pool, Mail Room, and Club House	Swimming Pool, Club House, Tot Lot, and Open Lawns	
Site Access	Primary Gated entrance at Schleisman Rd. Secondary Gated Entrance at Sumner Ave.	Primary Gated Entrance at Sumner Ave. Secondary Gated (Resident Only) Entrance at Orange St.	Entrance relocated away from Schleisman.

Analysis

Tentative Tract Map No. 38032

The applicant has submitted an application for Tentative Tract Map (TTM) No. 38032 for condominium purposes. Conditions of approval have been included to ensure appropriate covenants, conditions, and restrictions (CC&Rs) are in place, including the formation of a Homeowner's Association. Municipal Code requirements pertaining to subdivision (Tract Maps and/or Parcel Maps) are governed by the Subdivision Map Act (State of California Government Code § 66410-66499.58), and Title 130 (Subdivision) of the Eastvale Municipal Code. Furthermore, all subdivision maps must comply with the provisions of the City General Plan, Zoning Code, and all other ordinances, statutes and laws pertaining to the use, sale, leasing, or subdivision of land. As proposed and conditioned, Staff is supportive of Tentative Tract Map No. 38032.

General Plan Amendment

The existing General Plan land use designation for the project site is Commercial Retail (CR). The CR land use designation provides for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The applicant is requesting a General Plan Amendment (GPA) to change the current land use designation for the 7.54 net acre project site from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM) to accommodate the proposed multiple family residential use.

The MF-LM land use designation allows for the development of a range of multi-family housing types (either for-sale or for-rent) including motor-courts, green-courts, stacked flats, and other configurations with an allowed density range of 20.1 to 40.0 dwelling units per acre. The project proposes a multiple-family residential use of 21.09 dwelling units per acre which is consistent with range allowed with the MF-LM land use designation.

The Eastvale 2040 General Plan (adopted March 27, 2024) provides the goals and policies to address various planning issues including the need to provide high quality, well-designed living environments for Eastvale residents, ensuring housing quality and good design in all new housing developments, ensuring adequate open space, and proactively address future demand on infrastructure facilities to support existing and future housing needs.

In addition, although the requested land use designation allows for a density higher than the surrounding area, the increase in density is gradual and designed to be compatible with the

adjacent residential uses. Further, the change from the existing Commercial Retail (CR) land use designation to Multi-Family Low-Moderate (MF-LM) for the project site represents an overall reduction in the permitted land use intensity as commercial retail uses at the site would have a greater impact on surrounding neighborhoods related to traffic, air quality, noise, and demand for public services, such as police and fire. For these reasons, staff supports the requested GPA.

Change of Zone

The project site is currently located within the Heavy Agriculture (A-2-5) Zone. The A-2-5 Zone is inconsistent with the current CR General Plan land use designation. To remain consistent with the proposed General Plan Amendment, in accordance with State law, the applicant is proposing a Change of Zone from Heavy Agriculture (A-2-5) to General Residential (R-3). Compliance with the development standards of the Eastvale Zoning Code is described below.

Major Development Review

To safeguard and enhance the appearance and quality of development in the City of Eastvale, Section 120.02.010 of the Eastvale Zoning Code requires Major Development Review approval for any new multifamily residential subdivision development with 20 or more units. This scope of review is outlined in the aforementioned code section, and includes, but is not limited to, exterior design, materials, textures, colors, as well as ensuring the proposed structures will be property related to the site and to the surrounding site in order to prevent structures detrimental to the character of the buildings already established in the area. The proposed project has been reviewed for compliance with the applicable development standards and required findings for a Major Development Review as set forth in Section 120.02.010 (C)(5) of the Eastvale Zoning Code. The required findings are detailed in **Attachment 5 – Draft Resolution** while compliance with zoning standards are also included below in **Table 2**.

Table 2: Compliance with Development Standards R-3

Standard	Required	Proposed	Meets Standard
Lot Size (Gross)	None	10.00 acres (Gross)	Yes
Lot Width	75 ft. minimum	Smallest Width: ~345 ft.	Yes
Setback	Front: 10 ft. Side (Interior): 5 ft. Side (Street): 5 ft. Rear: 5 ft.	Smallest Setback: Schleisman Rd (Front): ~10 feet Sumner Ave (Side): ~10 feet Orange St: ~10 feet East PL: ~19.3 feet	Yes
Building Height	50 ft. maximum	Tallest Height: ~36.5 ft.	Yes

Parking	**Multiple-Family Residential** **2BR**: 2.25 spaces x 50 units = 112.5 spaces **3BR**: 2.75 spaces x 50 units = 137.5 spaces **4BR**: 2.75 spaces x 59 units = 162.25 spaces Total Spaces Required: **414 spaces**	Total provided at 2.94 spaces per unit: **467 spaces**	Yes, surplus of 53 spaces

Design Architecture and Neighborhood Compatibility

The proposed elevations feature a contemporary Spanish style architectural theme throughout the proposed development. Key design elements include decorative ceramic tile roofing and gable vents, metal trellises, decorative plaster features, metal railings and gates, decorative chimney caps, decorative light features, faux Juliet balcony railings, and foam window shutters. These components are complimented by earth-tone accents set against light stucco finishes.

During the January 2026 Planning Commission Workshop, the Commission voiced the need for enhanced architectural features. Accordingly, the elevations along Schleisman Road, Sumner Avenue, and Orange Street, incorporated enhanced architectural treatments, such as additional stone veneer elements, to provide added articulation and visual interest along the public-facing frontages. The site layout has been intentionally designed so that building ends, having a smaller massing in terms of width, are oriented toward the adjacent property lines wherever feasible reducing visual bulk and promoting better compatibility with the neighboring subdivisions.

Additionally, the proposed project has been designed to include buffering between the project site and the nearby single-family neighborhoods as follows:

Table 3: Distance from Proposed Units to Nearest Neighbor Property Line

Direction	Distance
North (across Schleisman Road)	152 ft.
West (across Sumner Place)	113 ft.
South (across Orange Street)	57 ft.
East (adjacent residences)	19.3 ft.

The distance between the proposed units will include landscape improvements along all street frontages to further buffer the residential uses. The easterly property line will also include a row of trees (Brisbane Box and Mexican Palo Verde) to ensure the property line is appropriately screened as it does not benefit from the same separation distances as the northerly, westerly, and southerly property lines. Further, to ensure privacy of the neighboring homes, proposed units along the

easterly property line will have frosted opaque glass installed for any windows directly facing in the direction of the neighboring subdivision on the third floor.

Overall, the project provides appropriate massing, screening, and architectural design that is complementary and compatible with the surrounding neighborhoods.

Traffic and Circulation

The residential development is proposed to provide two (2) restricted access gated driveways for on-site access and circulation. The main entry will be accessed via Sumner Avenue and provides a 65-foot-long driveway to the gate with one (1) dedicated queue lane with a security call box for guests and one (1) dedicated queue lane for resident use accommodating a stacking of six (6) passenger vehicles (3 guest vehicles and 3 resident vehicles) total. This entry can be accessed with a right turn heading north bound on Sumner Avenue or while heading south bound on Sumner Avenue with utilization of a proposed dedicated left-turn lane (for additional stacking without blocking through traffic). Egress out of the site using this entry would allow for a left turn or right turn out onto Sumner Avenue.

The secondary entry is accessed from Orange Street and provides approximately a 50-foot-long driveway to the entry gate. This access point provides for a right-hand turn for both in and out movements while heading west bound on Orange Street.

Additionally, a Traffic Impact Analysis (TIA) was originally prepared in 2021 for the prior Sumner Place proposal (PLN20-20063). The analysis was later updated through a technical memorandum, **Attachment 4**, now incorporated into the draft IS/MND, to reflect revisions under the current project scope (PLN25-20005). As part of the update, four (4) intersections were reevaluated using updated collected peak hour traffic counts surveyed in February 2025 which includes the intersections of Sumner Avenue and Orange Street, Sumner Avenue and Schleisman Road, Schleisman Road and Scholar Way, and Sumner Avenue and Limonite Avenue.

Traffic operations of roadway facilities are described using the term “Level of Service” (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six (6) levels are typically defined, ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. A summary of the existing LOS and LOS after proposed improvements has been included below in **Table 4**.

Table 4: Intersection Analysis Summary – Level of Service (LOS)

Intersections	**2022 w/o Project Improvements**		**2022 w/ Project Improvements**		**2025 w/ Project Improvements**	
	AM	**PM**	**AM**	**PM**	**AM**	**PM**
Sumner Ave. and Orange St.	A	A	A	A	A	A
Sumner Ave. and Limonite Ave.	C	C	C	C	C	C
Sumner Ave. and Schleisman Rd.	F	E	C	C	C	C

Scholar Wy and Schleisman Rd.	C	B	C	B	C	B

With the implementation of the improvements associated with the project such as accommodating a second northbound through lane along Sumner Avenue and a dedicated westbound right-turn lane on Orange Street, intersections are anticipated to operate at acceptable levels of service (LOS) under both Opening Year of the project and Horizon Year traffic conditions.

Parking

The project includes a total of 467 residential parking spaces where each dwelling unit includes an enclosed two (2) car garage designated for resident parking while thirty-two (32) guest parking spaces are provided within common uncovered parking stalls. The project also provides twenty-four (24) driveway spaces where residents with driveways can have a third vehicle which must be parked on the driveway. Additionally, residents of eleven 2-bedroom units and all 3-bedroom and 4-bedroom units without a driveway are allowed to have a third vehicle, which can be parked in the common uncovered parking areas. Per **Attachment 3 – Parking Management Plan**, which has been conditioned to be incorporated in the homeowner association CC&R's, all residents must register their vehicles(s) (including guest vehicles) and obtain a parking pass which will be monitored and enforced for compliance with the proprietary Flock Safety camera technology. Residents will be allowed to register a maximum total of ten (10) vehicles per calendar month granting a single-day pass to their guests to use the guest parking areas. Patrols will also be hired by the Association on random days and times, to verify permits, check for violations, issue citations, or call for the vehicle's towing. Residents parking in any of the guest parking spaces at any time will be subject to citation and/or towing.

As proposed with the provided parking management plan and pursuant to Section 120.05.060 of the Eastvale Zoning Code, the project substantially exceeds the City's minimum parking requirement of 414 spaces.

Landscaping and Fencing

The conceptual landscape plan is consistent with the design and landscape standards as referenced to the Municipal Code. The proposed landscaping provides sufficient coverage while exceeding the minimum landscape requirement and a variety of plant materials to enhance the project site and surrounding area through off-site improvements such as a multi-use trail front Schleisman Road. A final landscape plan will be reviewed during the building permit process to ensure that the details of the proposed landscape plan comply and/or exceed the City landscape regulations and project specific conditions of approval. While the R-3 zone does not provide specific open space requirements, staff recommend using the Planned Residential Development (PRD) minimum open space requirement, which requires that a minimum of 40% of the net area of a project (excluding all streets, drives, and automobile storage areas) shall be used for open space. The proposed project exceeds this requirement based on its size and proposed plan.

The project will feature vehicular gates along Sumner Avenue and Orange Street, designed with decorative tubular steel and equipped with electronic operation. Pedestrian access will remain open and easily accessible throughout the community. With the exception of the existing block wall along the eastern property line, the project will provide decorative block walls, standing at 42 inches tall, with stucco finishes where there are private outdoor patios proposed. Schleisman Road and Orange Street will utilize the same low height decorative block walls to provide additional screening of

internal drive aisles from public view.

Public Infrastructure
Implementation of the proposed project will result in additional demand on existing public services, including demand for fire and police services. However, as concluded in the Draft Initial Study/Mitigated Negative Declaration, this increase in demand can be accommodated by existing service levels, and therefore would have less than a significant impact. Additionally, the increase in demand to the utilities such as water, gas, power, and sewer can be accommodated by existing supply and service capacities. Levels of service to users in the surrounding community would not be adversely affected.

In addition, Riverside County Fire Department has reviewed the proposed site plan for fire/emergency access and did not identify any significant issues of concern that would require further submittals to Riverside County Fire Department subsequent to any approval of the project granted by the City. Riverside County Fire Department suggest applicable conditions of approval, which staff has included in the attached conditions of approval.

Schools
As described in the draft environmental Initial Study and Mitigated Negative Declaration (IS/MND), the project would be required to comply with Senate Bill (SB) 50 and Proposition 1A. According to Section 65997 of the California Government Code, payment of statutory fees is the exclusive method of mitigating environmental effects related to the adequacy of school facilities. Additionally, Corona-Norco Unified School District (CNUSD) establishes Student Generation Rates that is a district metric used to estimate the number of students that could be attributed to the population increase resulting from proposed development. The district has not expressed any issues of concern regarding the additional new homes and has provided a will-serve letter. Upon payment of required fees by the applicant consistent with existing State requirements, and as determined by the IS/MND, impacts have been analyzed to be less than significant.

Public Hearing Notification and Comment
Consistent with state-mandated public noticing procedures for the Planning Commission meeting on February 18, 2026, all legal property owners within 600-feet of the project site were sent a joint, Notice of Intent to Adopt a Mitigated Negative Declaration and public hearing notice for this project by direct mail on January 28, 2026. A map showing the properties that received notification are included as **Attachment 10** to this staff report. In addition, a public notice regarding the project was duly published in the *Press Enterprise* on January 28, 2026. As of this writing, staff has not received any correspondence supporting or objecting to the proposed project.

Environmental
Pursuant to the provisions of the California Environmental Quality Act (CEQA Public Resources Code, Section 21083 et. Seq.), a Draft Environmental Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project. The Draft IS/MND, which was circulated for public review from January 28, 2026, through February 17, 2026, evaluates potentially significant adverse environmental impacts that could be associated with the Project and identifies project components, scope and mitigation measures, that would avoid, reduce, or eliminate significant impacts. The IS/MND does not set forth policy for the City of Eastvale about the proposed Project's desirability. Rather, it is an information document to be used by decision-makers, public agencies, and the

public, in accordance with CEQA. The IS/MND and Technical Appendices have been included as **Attachment 8** of this report.

Strategic Plan Action - Priority Level: 2 | Target #: E | Goal #: F

Improve traffic mobility and management around the schools.

Fiscal Impact

There is no direct fiscal impact to the city for the processing of this project.

Prior City Council/Commission Action

On September 14, 2014, the Planning Commission recommended that the City Council deny a request for a different proposed project which included a General Plan Amendment from Commercial Retail (CR) to High Density Residential (HDR) for the project site and a Change of Zone from Heavy Agriculture (A-2) to General Residential (R-3). On January 28, 2015, the City Council denied the above-mentioned request.

On May 19, 2021, for PLN20-20063, the Planning Commission approved applicant's request to continue the proposed project to the June 16, 2021, Planning Commission meeting to allow sufficient time for the applicant to conduct an in-person open house meeting where residents were invited to learn more about the project and ask questions of the applicant, prior to consideration by the Planning Commission.

On June 16, 2021, for PLN20-20063, the Planning Commission voted unanimously to continue the applicant's request to a future Planning Commission meeting after the City's Housing Element has been completed and formally adopted.

On January 21, 2026, a public workshop introducing the revised Sumner Place Residential project was presented to the Planning Commission, highlighting the updated designs based on the community feedback received, and provided an opportunity for dialogue with the Planning Commission and members of the community. Although not required by State law, a 10-day workshop notification was mailed to property owners within a 600-foot radius of the project site to provide the public additional opportunity to learn about the project and provide input.

This public workshop discussed key differences between the previous proposal (PLN20-20063) and current proposal (PLN25-20005). The Planning Commission provided comments in regard to school capacity, engagement with the school district, ensuring updated traffic analysis, ensuring architectural enhancements, ensuring quality landscape treatment, and a request for a parking comparison to the previous proposal. A total of four (4) public comments, two (2) email and two (2) in-person, were received expressing concerns regarding parking, traffic, school capacity, and neighborhood compatibility.

Attachment(s)

Attachment 1: Development Plan
Attachment 2: Tentative Tract Map 38032
Attachment 3: Parking Management Plan
Attachment 4: Focused Traffic Assessment Memo (2026)
Attachment 5: Draft PC Resolution

Attachment 6: Draft Conditions of Approval (DR)
Attachment 7: Draft Conditions of Approval (TTM)
Attachment 8: Draft Sumner Place Public Review IS-MND
Attachment 9: Notice of Intent and Public Hearing Notice
Attachment 10: 600-ft. Radius Map



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

COVER SHEET | CS 1

URBAN ARENA

SHEET INDEX

COVER SHEET	CS 1
SHEET INDEX	INDEX

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CONCEPTUAL SITE PLAN	SP2
PARKING & CIRCULATION EXHIBIT	SP3

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UA SPLIT TOWNHOMES 5-PLEX ENHANCED ELEVATIONS	A2.8
UA SPLIT TOWNHOMES FIRE ACCESS	A2.9 - A2.17
BLDGS 2 & 3 FIRE HOSE ACCESS	A2.18
COLOR SCHEME A	A3.0
COLOR SCHEME B	A3.1



SUMNER

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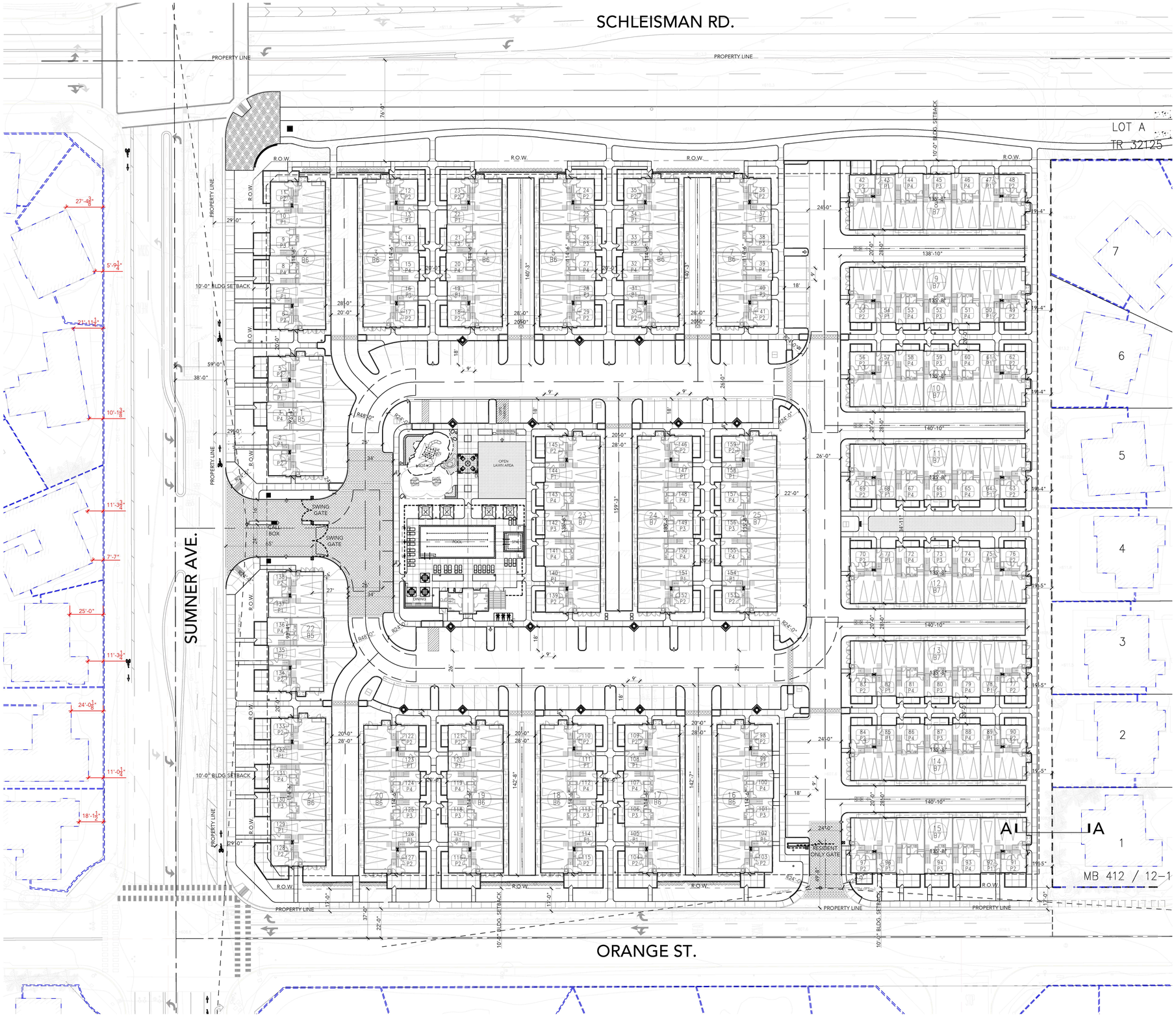
1"=30' - 0" SCALE

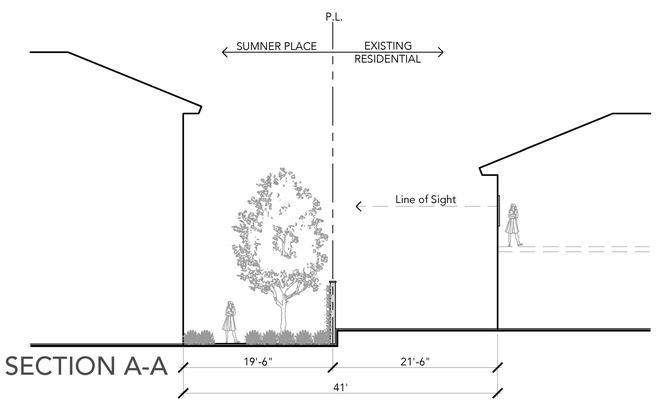
0 30 60

NORTH

ILLUSTRATIVE SITE PLAN | SP1

URBAN ARENA





23-002 SUMNER PLACE

SITE SUMMARY

Unit Count:	159	units (Attached Single-Family Townhome)
Net Site Area:	7.54	ac
Gross Site Area:	10.00	ac
Net Density:	21.09	du/ac
Gross Density:	15.90	du/ac
Total Buildable SF:	261,639	sf

UNIT SUMMARY

Plan Type	S.F.	Bed/Bath	Garage	Stories	# units	% of total	Buildable SF
UA SPLIT (ATTACHED SINGLE-FAMILY TOWNHOMES)							
Plan 1	1,307	2/2.5	2-tandem	3	50	31%	65,350
Plan 2	1,480	3/3.5	2-std	3	50	31%	74,000
Plan 3	2,019	4/3.5	2-std	3	23	14%	46,437
Plan 4	2,107	4/3.5	2-std	3	36	23%	75,852
				Total	159	100%	261,639

PARKING SUMMARY

			Spaces required
MIN. PARKING REQUIRED (Sec. 120.05.060. - Off-Street parking)			
UA SPLIT (ATTACHED SINGLE-FAMILY TOWNHOMES)			
(PRD - 2+ bedroom)	2.6 spaces/unit	159 units	413.4 spaces
			414 spaces
PARKING PROVIDED			Spaces provided
UA SPLIT (ATTACHED SINGLE-FAMILY TOWNHOMES)			
Garage Spaces			318 spaces
Total Open Parking (Street Parking + Private Driveway)			149 spaces
		Total Prov'd	467 spaces
Parking Ratio			2.94 spaces/unit

SUMNER

EASTVALE | CA

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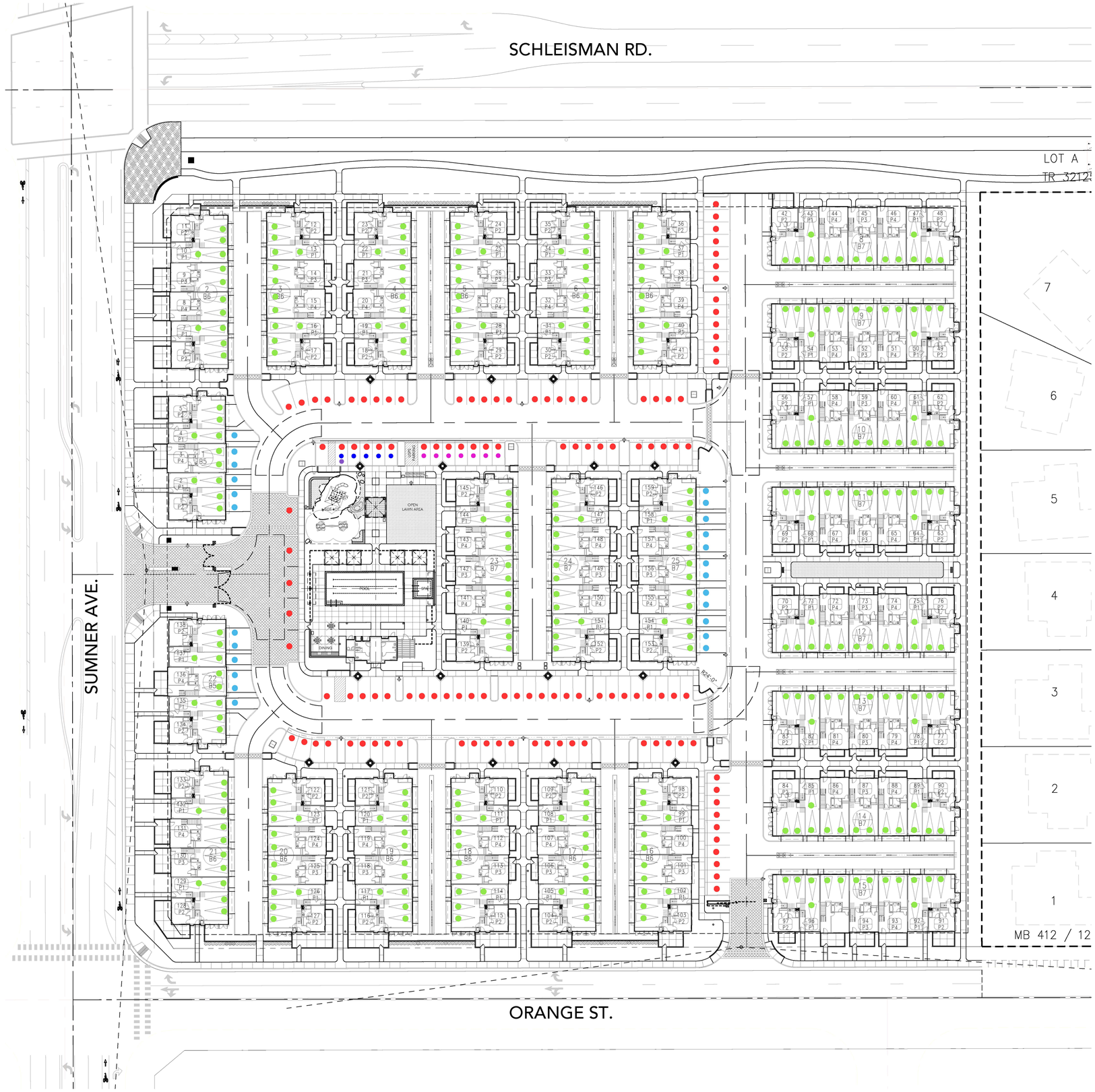
1"=30' - 0" SCALE

0 30 60

NORTH

CONCEPTUAL SITE PLAN | SP2

URBAN ARENA



SUMNER

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PARKING REQUIRED (SEC. 120.05.060. OFF-STREET PARKING)			
(PRD - 2+ BEDS)	2.6 SPACES / UNITS	159 UNITS	414 SPACES REQUIRED
TOTAL PARKING REQUIRED			414 SPACES REQUIRED

PARKING PROVIDED		
	PRIVATE ENCLOSED GARAGE SPACE	318 SPACES
	OPEN PRIVATE DRIVEWAY SPACE	24 SPACES
	OPEN STREET PARKING SPACE	125 SPACES (109 ASSIGNED + 16 UNASSIGNED)
TOTAL PARKING PROVIDED		467 SPACES PROVIDED

E.V. PARKING LEGEND				
	(EV PARKING §4.106.4 CGBSC)	TOTAL UNASSIGNED PARKING PROVIDED	EV SPACES REQUIRED	EV SPACES PROVIDED
	E.V. READY (40% OF TOTAL UNASSIGNED SPACES PROVIDED)	16 SPACES	7 SPACES	7 SPACES
	E.V.C.S. (25% OF TOTAL UNASSIGNED PARKING SPACES PROVIDED	16 SPACES	4 SPACES	4 SPACES
	E.V.C.S. ACCESSIBLE (1 PER 25 EVCS)		1 SPACE	1 SPACE

1"=30' - 0" SCALE

0 30 60

NORTH

PARKING & CIRCULATION EXHIBIT | SP3

URBAN ARENA



PLANT_SCHEDULE

SYMBOL	BOTANICAL / COMMON NAME	CONT	QTY
TREES			
	CERCIS OCCIDENTALIS / WESTERN REDBUD	24" BOX	3
	CHILOPSIS LINEARIS 'BUBBA' / BUBBA DESERT WILLOW	24" BOX	3
	CUPANIOPSIS ANACARDIOIDES / CARROT WOOD	24" BOX	54
	JACARANDA MIMOSIFOLIA / JACARANDA	24" BOX	17
	KOELREUTERIA BIPINNATA / CHINESE FLAME TREE	24" BOX	38
	LAGERSTROEMIA INDICA 'LAVENDER' / LAVENDER CRAPE MYRTLE	24" BOX	35
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ / NATCHEZ CRAPE MYRTLE	24" BOX	5
	LOPHOSTEMON CONFERTUS / BRISBANE BOX	24" BOX	69
	PARKINSONIA ACULEATA / MEXICAN PALO VERDE	24" BOX 36" BOX 48" BOX	67
	PHOENIX DACTYLIFERA 'MEDJOOL' / MEDJOOL DATE PALM	18' BTH	38
	PINUS ELDARICA / AFGHAN PINE	24" BOX	5
	PLATANUS RACEMOSA / CALIFORNIA SYCAMORE	24" BOX	6
	PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA LAUREL CHERRY	24" BOX	202
	PRUNUS CERASIFERA 'KRAUTER VESUVIUS' / KRAUTER VESUVIUS PURPLE-LEAF PLUM	24" BOX	59
	QUERCUS ILEX / HOLLY OAK	36" BOX	6
	ULMUS PARVIFOLIA 'DRAKE' / DRAKE LACEBARK ELM	24" BOX	23
SHRUBS			
	ABELIA X GRANDIFLORA / GLOSSY ABELIA	1 GAL	
	AGAVE X 'BLUE GLOW' / BLUE GLOW AGAVE	5 GAL	
	ALOE X 'BLUE ELF' / BLUE ELF ALOE	1 GAL	
	BOUGAINVILLEA X 'ROSENKA' / ROSENKA BOUGAINVILLEA	5 GAL	
	BULBINE FRUTESCENS 'HALLMARK' / HALLMARK BULBINE	5 GAL	
	CALLISTEMON VIMINALIS 'LITTLE JOHN' / LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL	
	CARISSA MACROCARPA 'EMERALD BLANKET' / EMERALD BLANKET NATAL PLUM	1 GAL	
	CISTUS X PURPUREUS / ORCHID ROCKROSE	5 GAL	
	CORDYLINE 'DESIGN-A-LINE' / FESTIVAL GRASS CORDYLINE	5 GAL	
	DIANELLA TASMANICA 'VARIEGATA' / VARIEGATED FLAX LILY	5 GAL	
	GREVILLEA LANIGERA 'COASTAL GEM' / COASTAL GEM GREVILLEA	5 GAL	
	HESPERALOE PARVIFLORA / RED YUCCA	5 GAL	
	JUNIPERUS CHINENSIS 'BLUE POINT' / BLUE POINT JUNIPER	15 GAL	
	LAVANDULA X ALLARDII 'MEERLO' / MEERLO LAVENDER	5 GAL	
	LIGUSTRUM JAPONICUM 'TEXANUM' / TEXAS JAPANESE PRIVET	5 GAL	
	LOMANDRA LONGIFOLIA 'PLATINUM BEAUTY' / VARIEGATED DWARF MAT RUSH	5 GAL	
	MUHLENBERGIA CAPILLARIS / PINK MUHLY GRASS	5 GAL	
	PRUNUS CAROLINIANA 'COMPACTA' / COMPACT CAROLINA CHERRY LAUREL	15 GAL	
	RHAPHIOLEPIS UMBELLATA 'MINOR' / DWARF YEDDA HAWTHORN	5 GAL	
	RUSSELIA EQUISETIFORMIS / FIRECRACKER PLANT	5 GAL	
	SENECIO VITALIS / BLUE CHALK FINGERS	1 GAL	
	WESTRINGIA 'MUNDI' / MUNDI COAST ROSEMARY	5 GAL	
	FICUS PUNILA / CREEPING FIG VINE	5 GAL	

MECHANICAL EQUIPMENT NOTE:

- ALL EXPOSED MECHANICAL EQUIPMENT SUCH AS ELECTRICAL TRANSFORMERS SHALL BE SCREENED
- AC CONDENSERS TO BE LOCATED ON BUILDING ROOF

PLANTING NOTE:

- ALL PLANTING AND LANDSCAPE FEATURES (SUCH AS TREE & SHRUB LOCATIONS) SHALL BE ADJUSTED AND REVISED, AS REQUIRED, DURING THE FINAL DESIGN PHASE TO ELIMINATE ANY POTENTIAL CONFLICTS WITH FIRE DEPARTMENT GROUND-LEVEL LADDER ACCESS.



* ENHANCED PAVING EXAMPLE

1"=30' - 0" SCALE
0 30 60

NORTH

SUMNER

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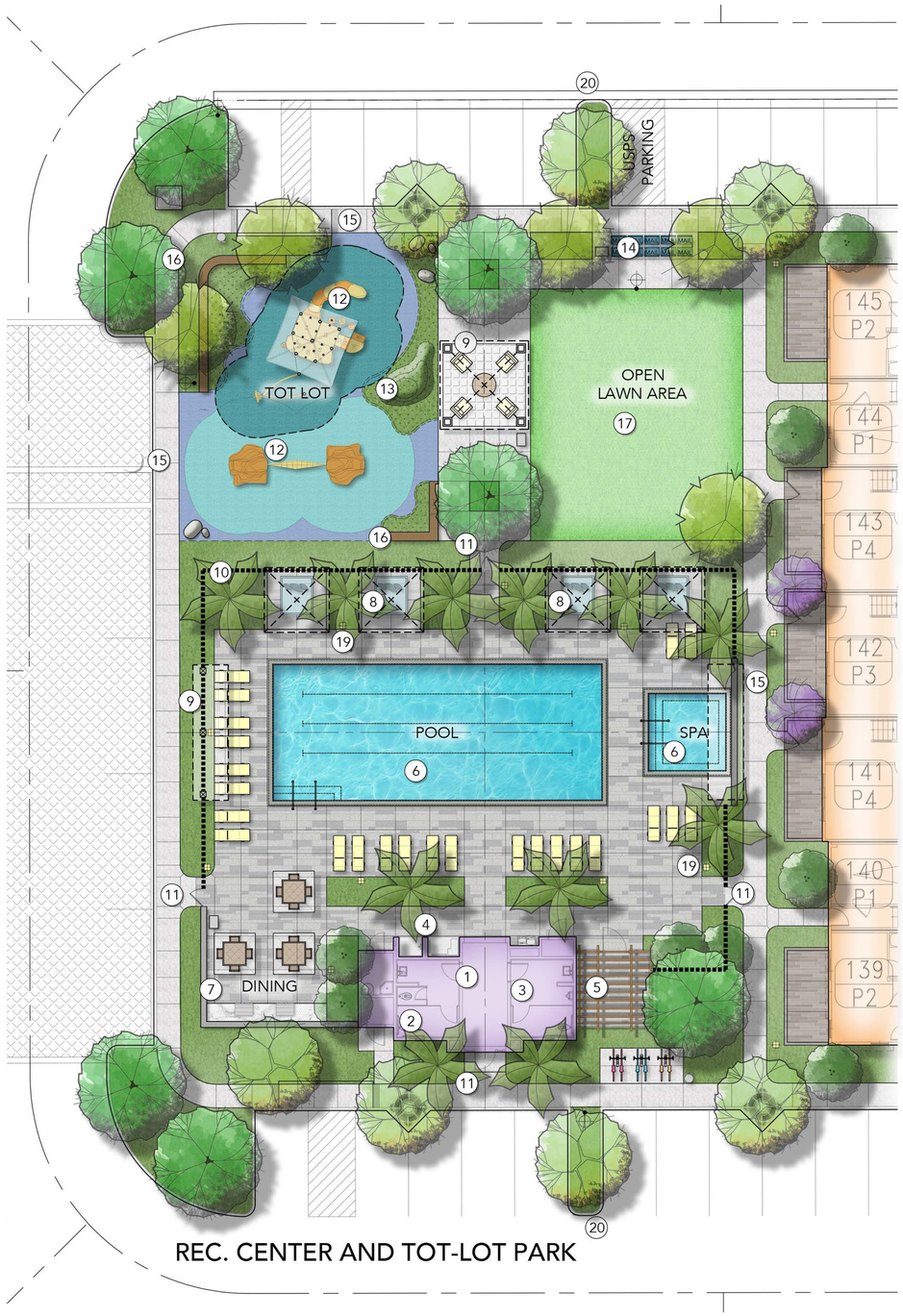
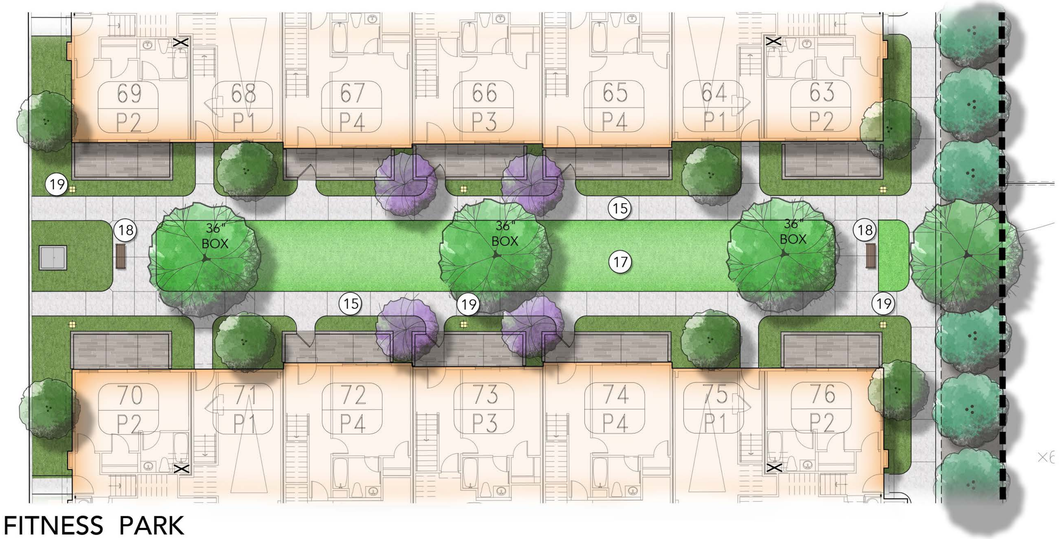
OVERALL CONCEPTUAL LANDSCAPE PLAN | L1

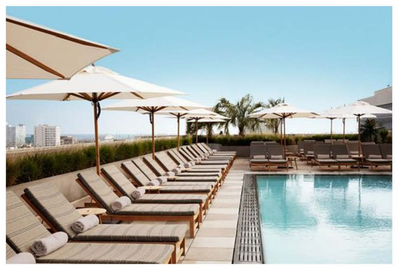
URBAN ARENA



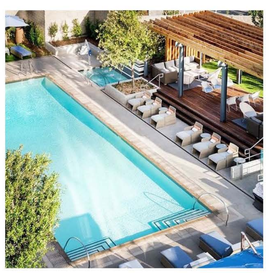
REC. CENTER AND TOT-LOT PARK

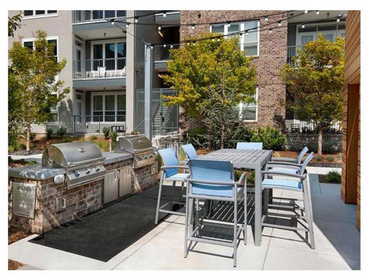


FITNESS PARK











AMENITY LEGEND

1. RESTROOM BUILDING
2. WOMEN'S
3. MEN'S
4. SHOWERS
5. POOL EQUIPMENT ROOM
6. POOL / SPA
7. BBQ / OUTDOOR DINING
8. POOL CABANA
9. OVERHEAD TRELLIS
10. POOL ENCLOSURE FENCING
11. POOL GATE
12. PLAYGROUND EQUIPMENT
13. TURF MOUNDS
14. CLUSTER MAILBOX LOCATION
15. SIDEWALK
16. SEAT WALL
17. OPEN PLAY AREA
18. PARK BENCH
19. BOLLARD LIGHT
20. ±12' HIGH POST TOP LIGHT
21. BIKE RACK (6 BIKES CAPACITY)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

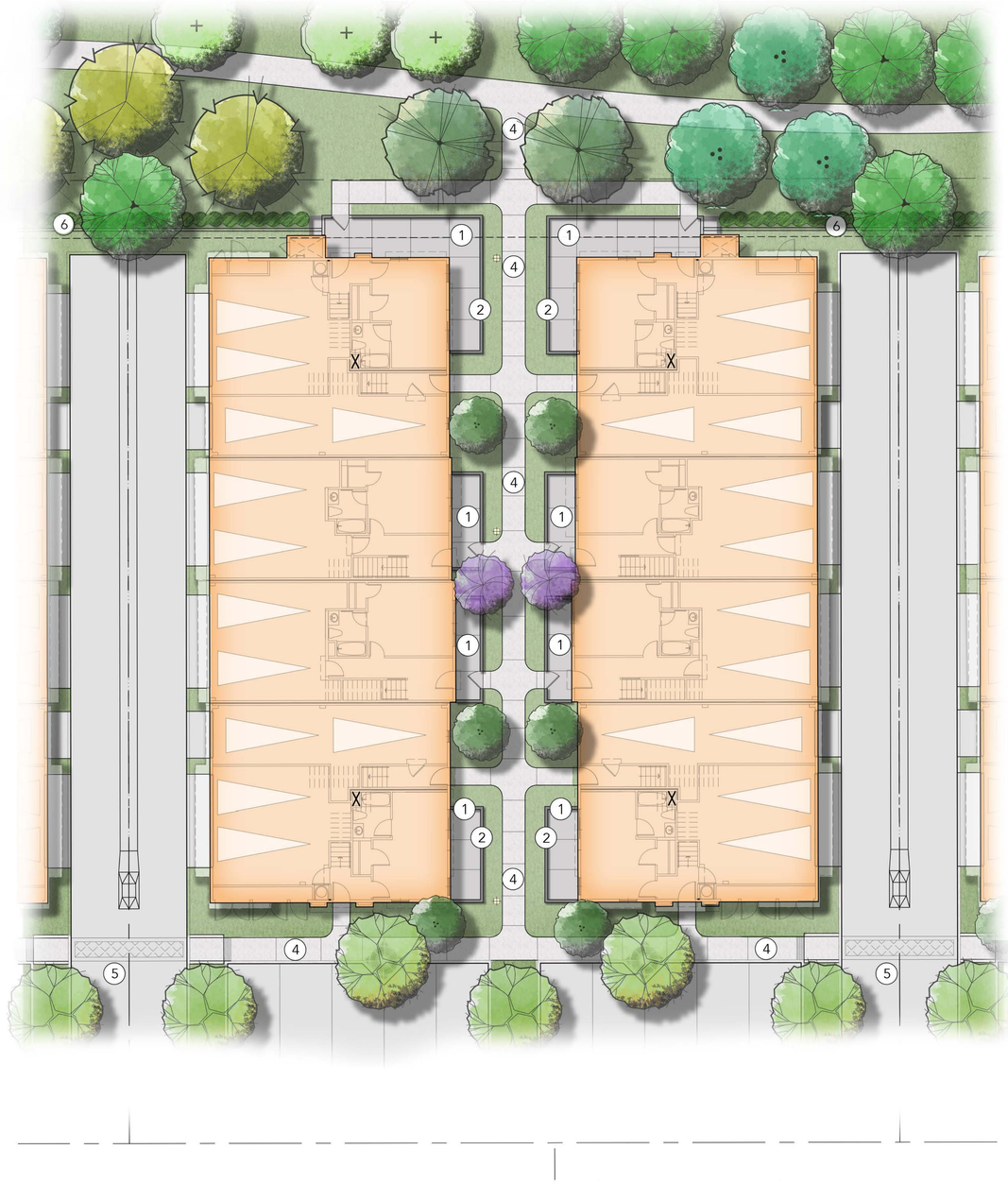
1"=10' - 0" SCALE

0 10 20

NORTH

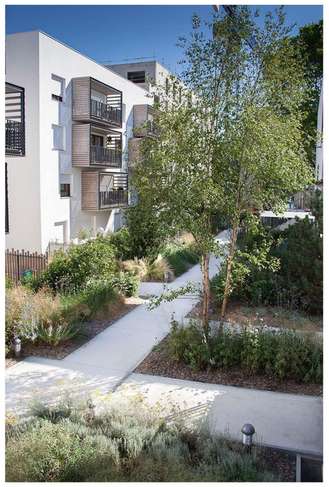
REC CENTER & FITNESS PARK ENLARGEMENT PLAN | L2

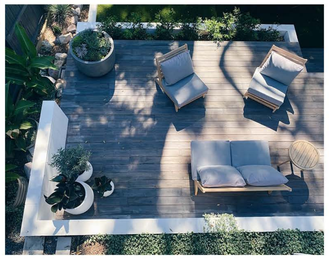
URBAN ARENA











1. PRIVATE PATIO - CONCRETE PAVING
2. 42" HIGH PATIO BLOCK WALL
3. PLANTING AREA
4. SIDEWALK
5. ENHANCED CROSSWALK
6. LOW SCREEN WALL AND LANDSCAPE HEDGE

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

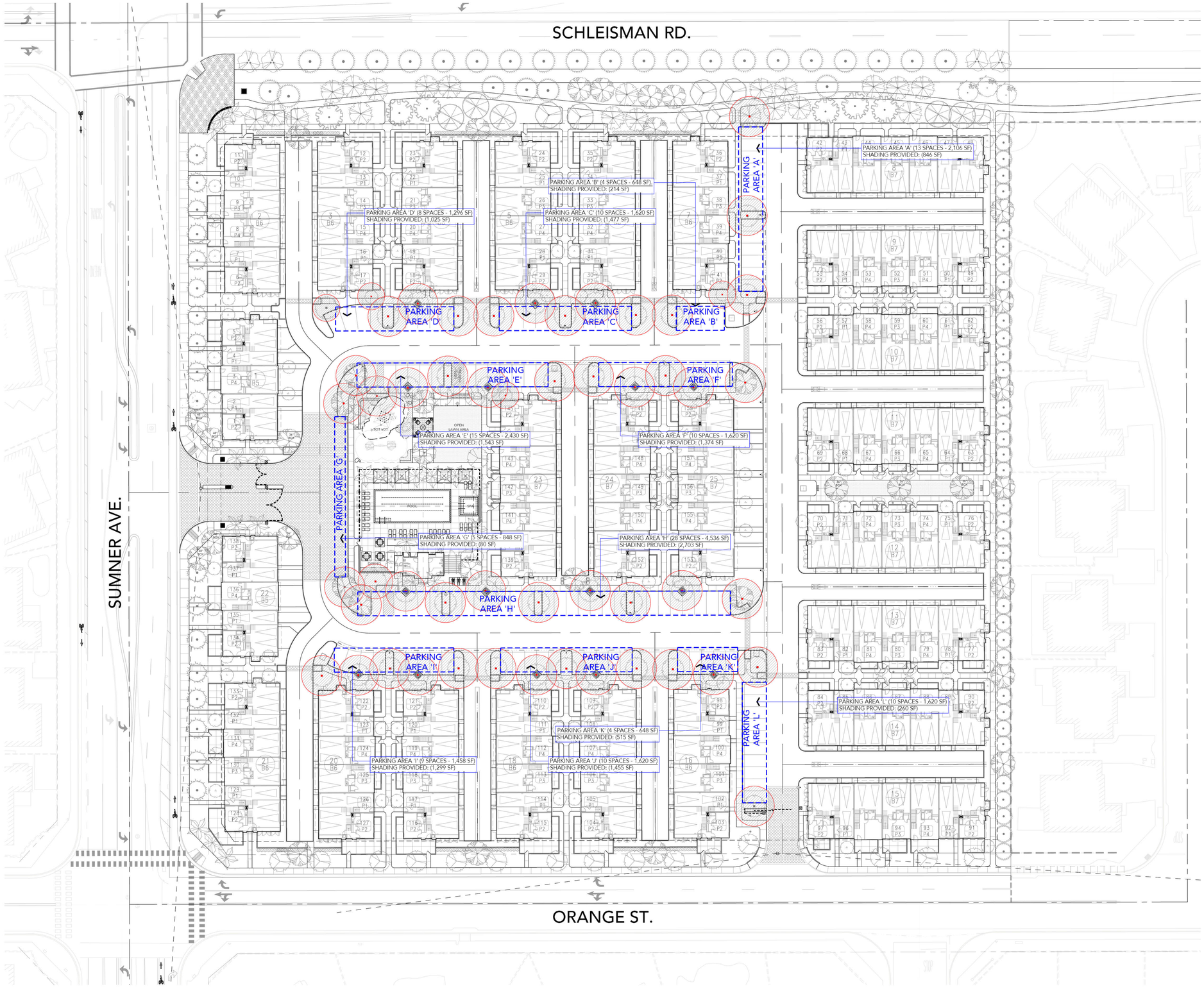
1"=10' - 0" SCALE

0 10 20

NORTH

TYPICAL PROTOTYPE ENLARGEMENT | L3

URBAN ARENA



PARKING LOT SHADE REQUIREMENTS

# OF PARKING SPACES	% OF PARKING AREA TO BE SHADED (MIN. %)
05 - 24	30
25 - 49	40
50+	50
Total Prkg spaces: 126	Shading % Required: 50 %

PARKING LOCATION	PARKING AREA (SF)	SHADE AREA PROVIDED (SF)
A	2,106	846
B	648	214
C	1,620	1,477
D	1,296	1,025
E	2,430	1,543
F	1,620	1,374
G	848	80
H	4,536	2,703
I	1,458	1,299
J	1,620	1,455
K	648	515
L	1,620	260
TOTAL	**20,450**	**12,791**

TOTAL PARKING AREA (SF):	20,450
TOTAL SHADE AREA REQUIRED (SF):	10,225
TOTAL SHADE AREA PROVIDED (SF):	12,791
% OF SHADE AREA PROVIDED:	63%

1'=30' - 0" SCALE
0 30 60

NORTH

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

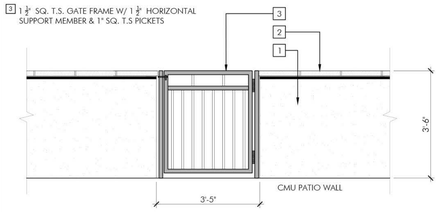
PARKING SHADING PLAN | L4

URBAN ARENA

1 6" WIDE CMU BLOCK WALL WITH STUCCO FINISH TO MATCH BUILDING

2 8X2X16 PRECAST CONCRETE CAP

3 1 ½" SQ. T.S. GATE FRAME W/ 1 ½" HORIZONTAL SUPPORT MEMBER & 1" SQ. T.S PICKETS

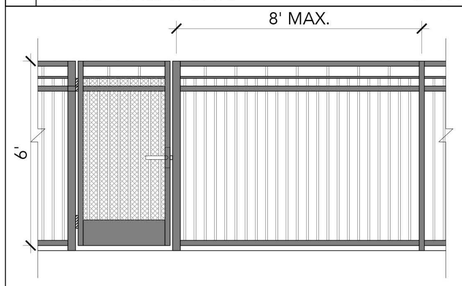


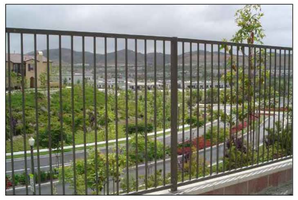


STUCCO FINISH - COLOR TO MATCH BUILDING

PATIO WALL & GATE

1/2" = 1'-0"

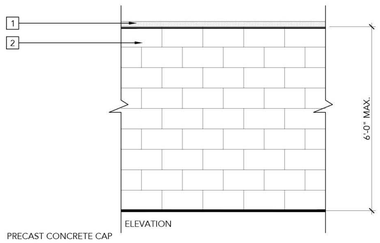




TUBULAR STEEL FENCE -SQUARE MEMBERS

TUBULAR STEEL FENCE & GATE

1/2" = 1'-0"





SPLIT-FACE FINISH - COLOR TO BE 'ORCO' PORTOLA SPRING OR SIMILAR

1 PRECAST CONCRETE CAP

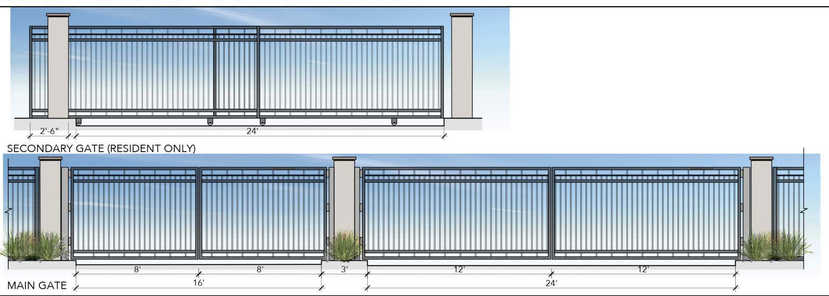
2 ONE-SIDED SIDE SPLIT-FACE BLOCK

C.M.U. FLIT-FACE BLOCK WALL

1/2" = 1'-0"

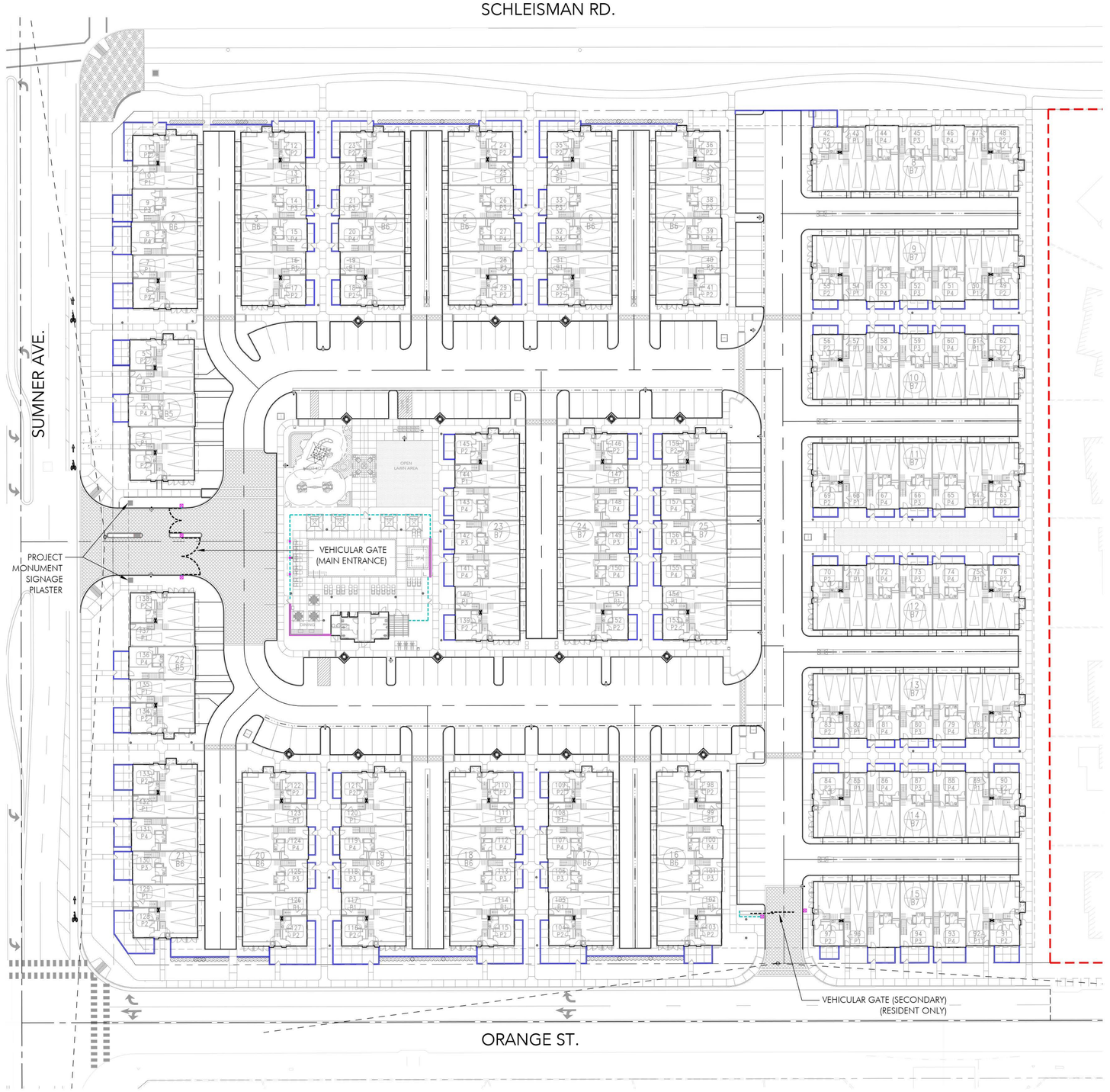


PROJECT MONUMENT SIGNAGE PILASTER



VEHICULAR GATE

1/4" = 1'-0"



FENCE AND WALL LEGEND

- EXISTING PERIMETER BLOCK WALL
- CMU BLOCK WALL - SPLIT FACE FINISH. COLOR TO BE ORCO PORTOLA SPRING OR SIMILAR - (6'-0" HIGH)
- TUBULAR STEEL POOL FENCE - BLACK COLOR - (6' HIGH)
- CMU PATIO WALL - STUCCO FINISH TO MATCH BLDG. - (42" HIGH)

1"=30' - 0" SCALE

0 30 60

NORTH

SUMNER

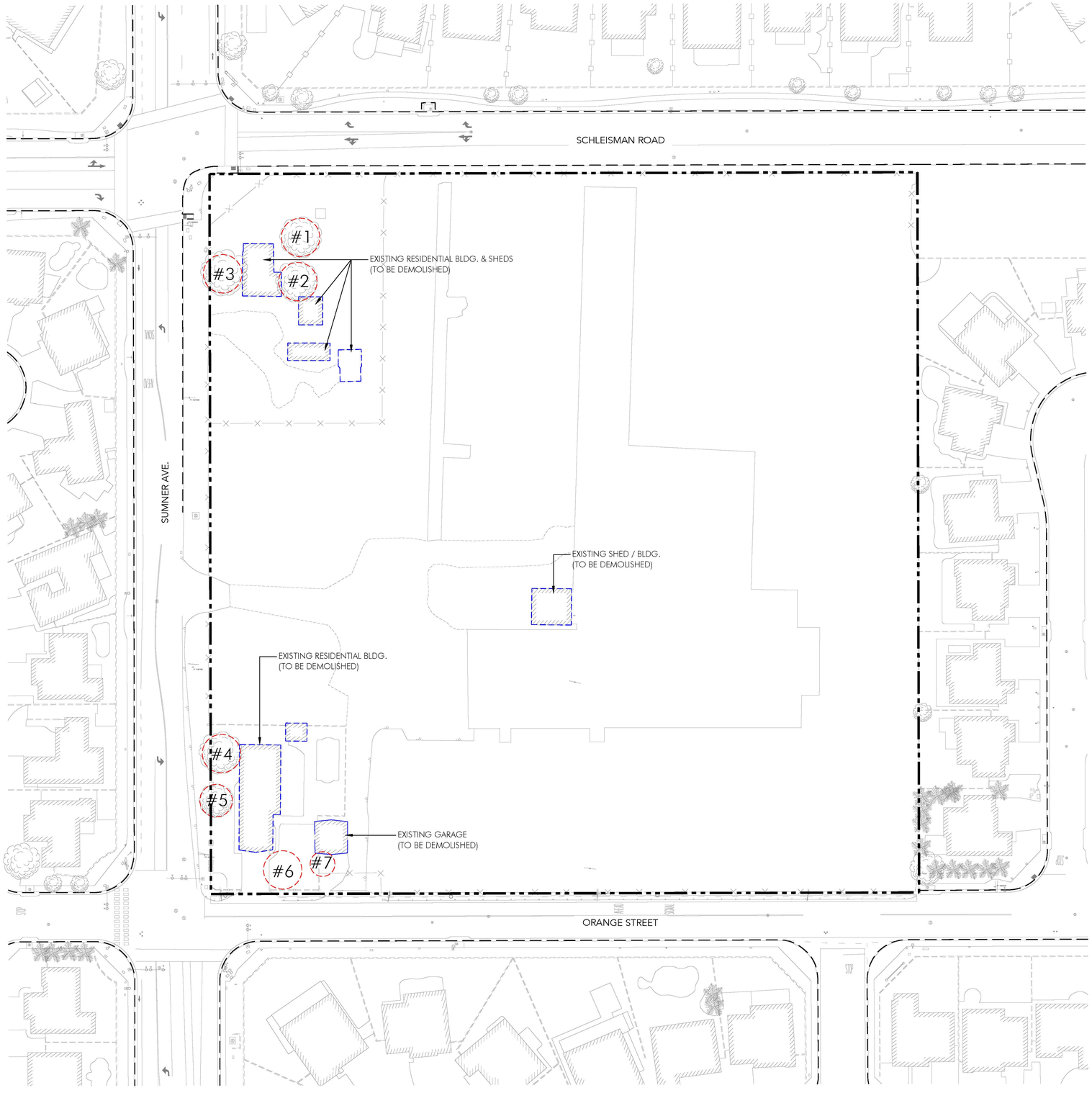
EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

FENCE & WALL PLAN | L5

URBAN ARENA



EXISTING TREE LEGEND

TREE #1 - PINUS HALEPENSIS / ALEPO PINE (TO BE REMOVED)
TREE #2 - FRAXINUS / ASH (TO BE REMOVED)
TREE #3 - FRAXINUS / ASH (TO BE REMOVED)
TREE #4 - FRAXINUS / ASH (TO BE REMOVED)
TREE #5 - FRAXINUS / ASH (TO BE REMOVED)
TREE #6 - FRAXINUS / ASH (TO BE REMOVED)
TREE #7 - PHOENIX DACTILYPERA / DATE PALM (TO BE REMOVED)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1"=30' - 0" SCALE
0 30 60

NORTH

EXISTING TREE PLAN | L6

URBAN ARENA



CERCIS OCCIDENTALIS /
WESTERN REDBUD



CHILOPSIS LINEARIS 'BUBBA' /
BUBBA DESERT WILLOW



CUPANIOPSIS ANACARDIOIDES /
CARROT WOOD



JACARANDA MIMOSIFOLIA /
JACARANDA



KOELREUTERIA BIPINNATA /
CHINESE FLAME TREE



LAGERSTROEMIA INDICA 'LAVENDER' /
LAVENDER CRAPE MYRTLE



LAGERSTROEMIA INDICA X FAURIEI `NATCHEZ /
NATCHEZ CRAPE MYRTLE



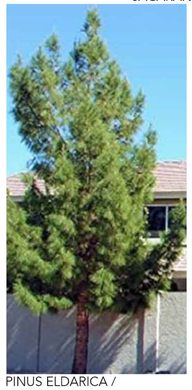
LOPHOSTEMON CONFERTUS /
BRISBANE BOX



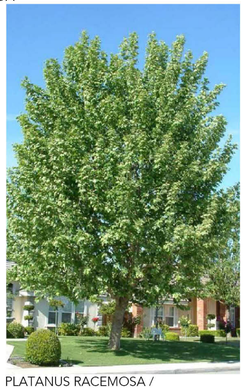
PARKINSONIA ACULEATA /
MEXICAN PALO VERDE



PHOENIX DACTYLIFERA 'MEDJOOL' /
MEDJOOL DATE PALM



PINUS ELDARICA /
AFGHAN PINE



PLATANUS RACEMOSA /
CALIFORNIA SYCAMORE



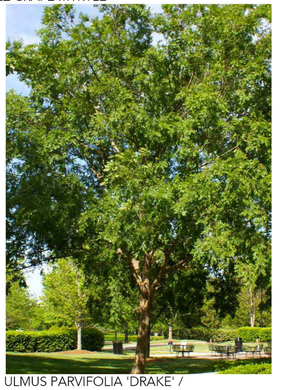
PRUNUS CAROLINIANA 'COMPACTA' /
COMPACT CAROLINA LAUREL CHERRY



PRUNUS CERASIFERA 'KRAUTER VESUVIUS' /
KRAUTER VESUVIUS PURPLE-LEAF PLUM



QUERCUS ILEX /
HOLLY OAK



ULMUS PARVIFOLIA 'DRAKE' /
DRAKE LACEBARK ELM



ABELIA X GRANDIFLORA / (MG / BG)
GLOSSY ABELIA



AGAVE X `BLUE GLOW` / (FG / MG)
BLUE GLOW AGAVE



ALOE X `BLUE ELF` / (FG)
BLUE ELF ALOE



BOUGAINVILLEA X `ROSENKA` / (FG)
ROSENKA BOUGAINVILLEA



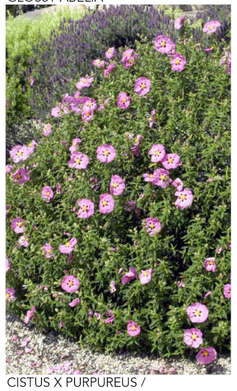
BULBINE FRUTESCENS `HALLMARK` / (FG)
HALLMARK BULBINE



CALLISTEMON VIMINALIS `LITTLE JOHN` /
LITTLE JOHN WEEPING BOTTLEBRUSH (MG / BG)



CARISSA MACROCARPA 'EMERALD BLANKET' /
EMERALD BLANKET NATAL PLUM (FG)



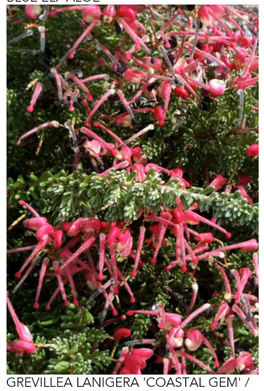
CISTUS X PURPUREUS /
ORCHID ROCKROSE (FG / MG)



CORDYLINE 'DESIGN-A-LINE' /
FESTIVAL GRASS CORDYLINE (FG / MG)



DIANELLA TASMANICA 'VARIEGATA' /
VARIEGATED FLAX LILY (FG / MG)



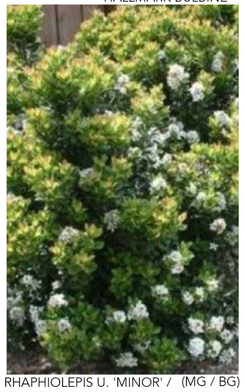
GREVILLEA LANIGERA 'COASTAL GEM' /
COASTAL GEM GREVILLEA (FG)



HESPERALOE PARVIFLORA /
RED YUCCA (FG / MG)



JUNIPERUS C. 'BLUE POINT' /
BLUE POINT JUNIPER (BG)



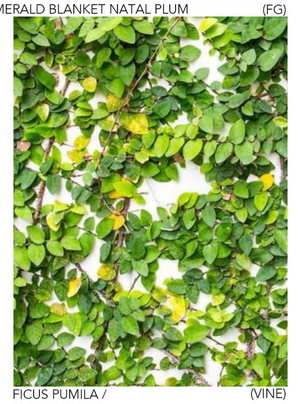
RHAPHIOLEPIS U. 'MINOR' / (MG / BG)
DWARF YEDDA HAWTHORN



SENECIO VITALIS / (FG)
BLUE CHALK FINGERS



WESTRINGIA 'MUNDI' / (FG / MG)
MUNDI COAST ROSEMARY



FICUS PUMILA / (VINE)
CREEPING FIG

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26



LIGHTING LEGEND

SYMBOL	DESCRIPTION
	+/- 16' HIGH STREET LIGHT / POST-TOP LIGHT
	BOLLARD LIGHT
	TREE UP LIGHT

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1'=30' - 0" SCALE

0 30 60

NORTH

LIGHTING PLAN | L8

URBAN ARENA



- MONUMENT SIGNAGE



PROJECT MONUMENT SIGNAGE PILASTER

- HOA MAINTAINED WASTE RECEPTACLES



- DOG WASTE STATIONS



- BICYLCLE RACKS



- BENCHES



- WAYFINDING SIGNAGE
- STOP SIGNS
- NO PARKING - USPS PARKING ONLY

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 01 | 30 | 26

1"=30' - 0" SCALE

0 30 60

NORTH

AMENITY & SIGNAGE LOCATION | L9

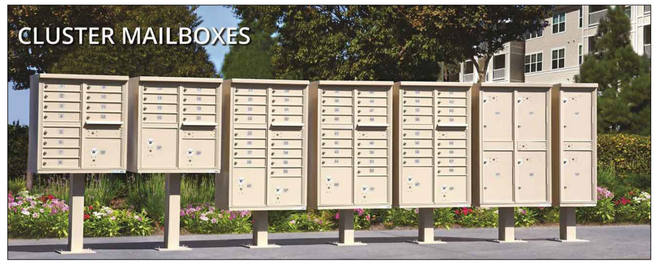
URBAN ARENA

SCHLEISMAN RD.

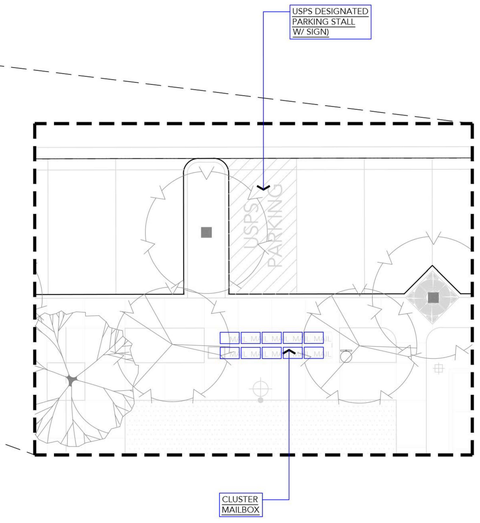
SUMNER AVE.

ORANGE ST.

CLUSTER MAILBOX LOCATION



- TYPICAL U.S.P.S. APPROVED PEDESTAL CLUSTER MAILBOX UNIT
- COLOR TO BE SANDSTONE (OR SIMILAR)
- FINAL QUANTITY TO BE DETERMINED BY POST MASTER



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1"=30' - 0" SCALE

0 30 60

NORTH

MAILBOX EXHIBIT | L10

URBAN ARENA

SCHLEISMAN RD.

SUMNER AVE.

ORANGE ST.

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1"=30' - 0" SCALE

0 30 60

NORTH

TRASH EXHIBIT | L11

URBAN ARENA

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

SUMNER AVE PERSPECTIVE | L12

URBAN ARENA

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

SUMNER AVE ENTRY PERSPECTIVE | L13

URBAN ARENA

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

SCHLEISMAN ROAD CORNER PERSPECTIVE | L14

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

SCHLEISMAN ROAD PERSPECTIVE | L15

URBAN ARENA

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

ORANGE STREET PERSPECTIVE | L16

URBAN ARENA

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

ORANGE STREET PERSPECTIVE | L17

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

END UNIT PERSPECTIVE | L18

URBAN ARENA



SUMNER

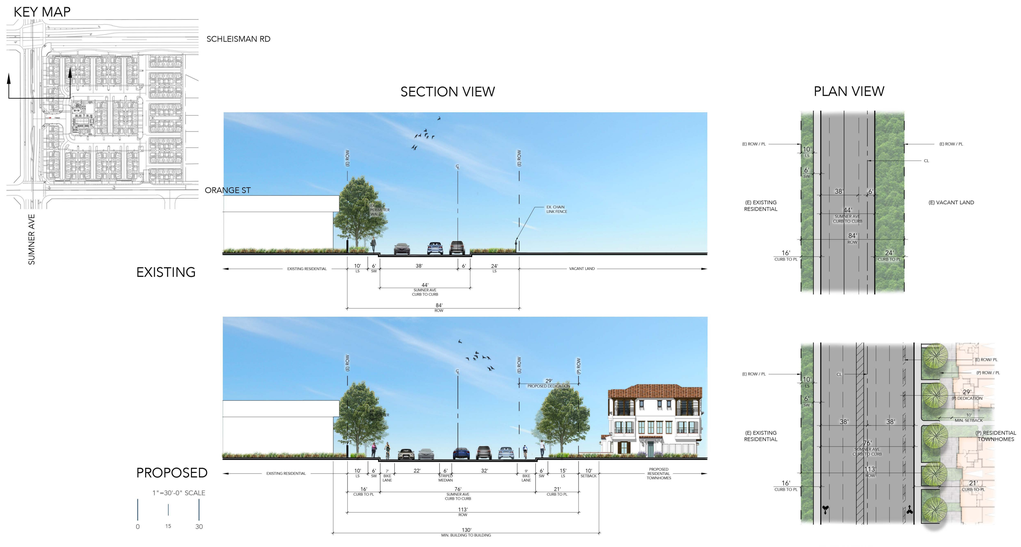
EASTVALE | CA

STRATHAM HOMES | 23-060

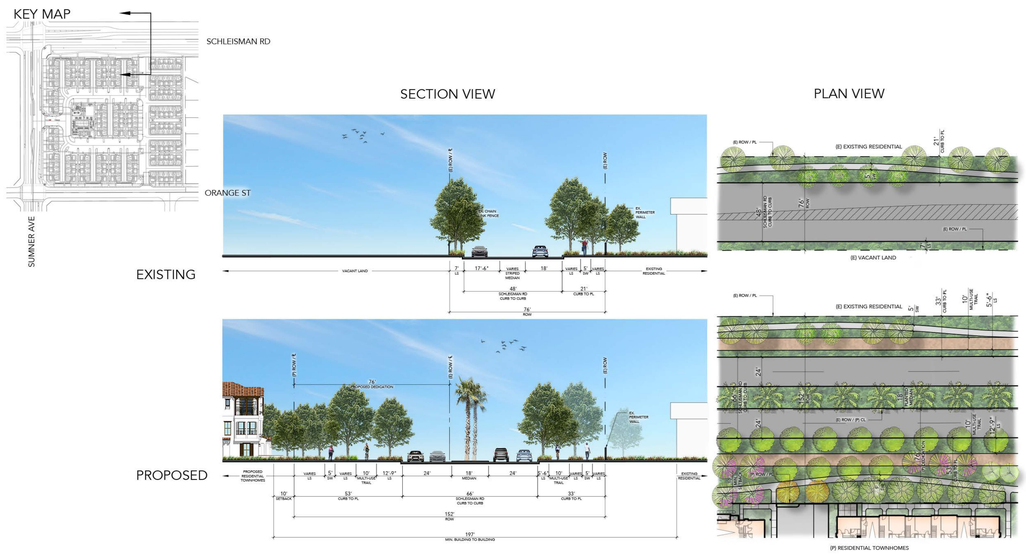
DATE 02 | 03 | 26

ADJACENT SINGLE FAMILY RESIDENCE PERSPECTIVE | L19

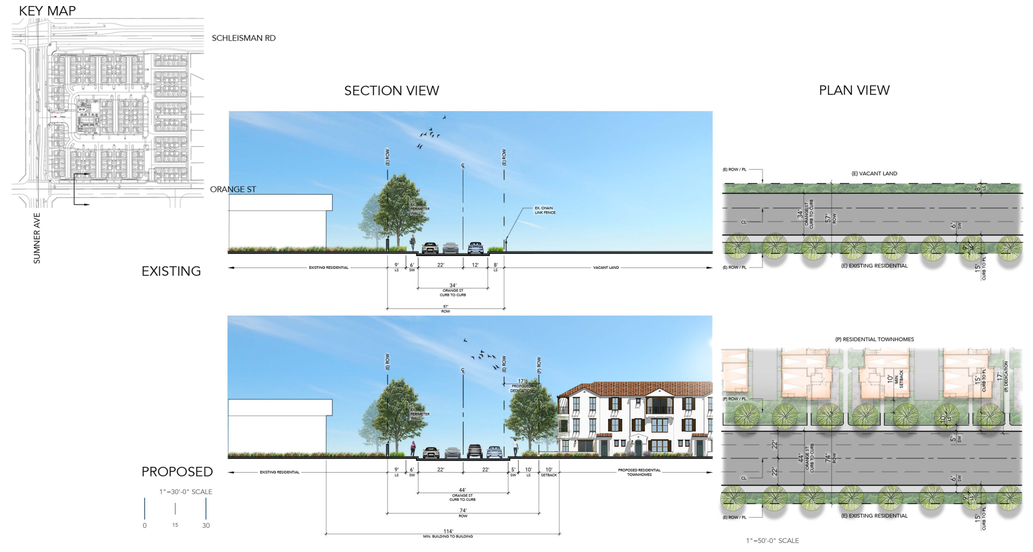
URBAN ARENA



SUMNER AVENUE



SCHLEISMAN ROAD



ORANGE STREET

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

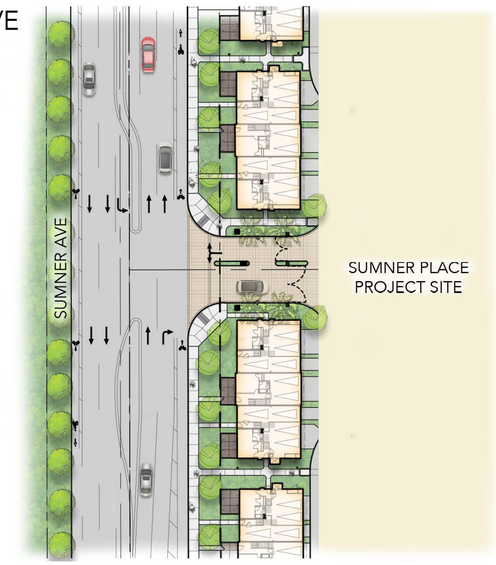
1"=30' - 0" SCALE

0 30 60

STREET SECTIONS | L20

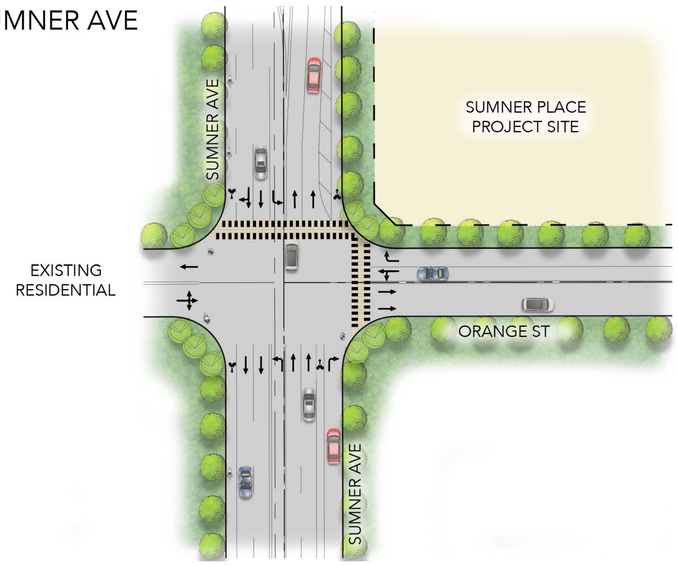
URBAN ARENA

PROJECT ENTRY AT SUMNER AVE
PROPOSED - ALL TURNS



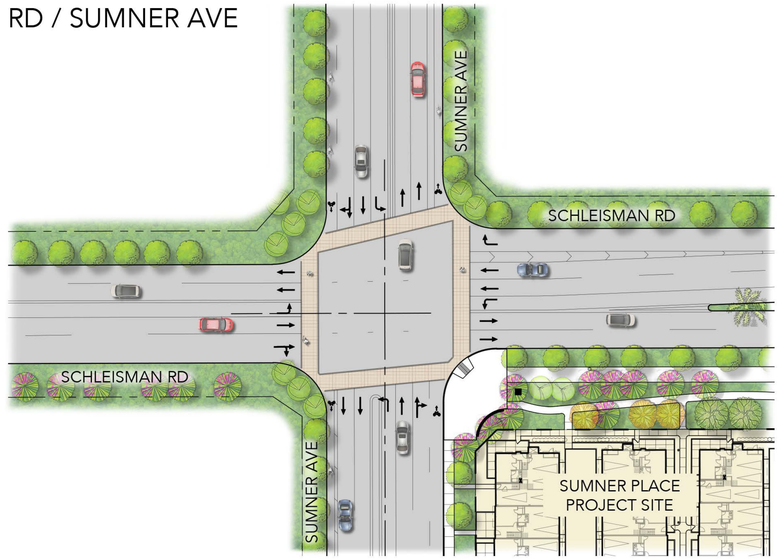
PROPOSED INTERSECTION

ORANGE ST / SUMNER AVE
PROPOSED



PROPOSED INTERSECTION

SCHLEISMAN RD / SUMNER AVE
PROPOSED



PROPOSED INTERSECTION

SUMNER
EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1"=30' - 0" SCALE

0 30 60

STREET INTERSECTIONS | L21

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L22

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L23

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L24

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L25

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L26

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

REC CENTER 3D PERSPECTIVE | L27

URBAN ARENA

SUMNER

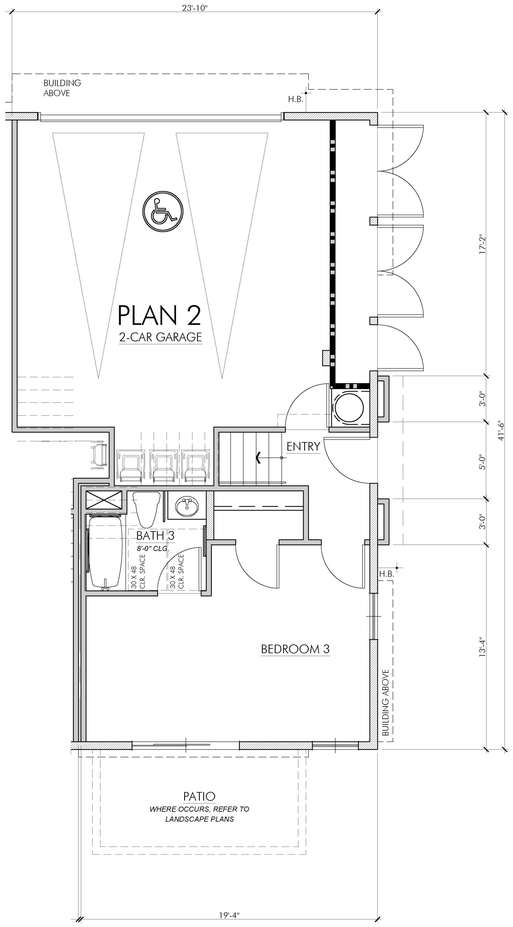
EASTVALE | CA

STRATHAM HOMES | 23-060

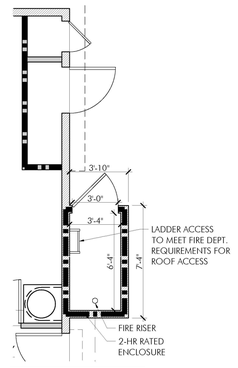
DATE 02 | 03 | 26

UA SPLIT TOWNHOMES COVER SHEET | A1.0

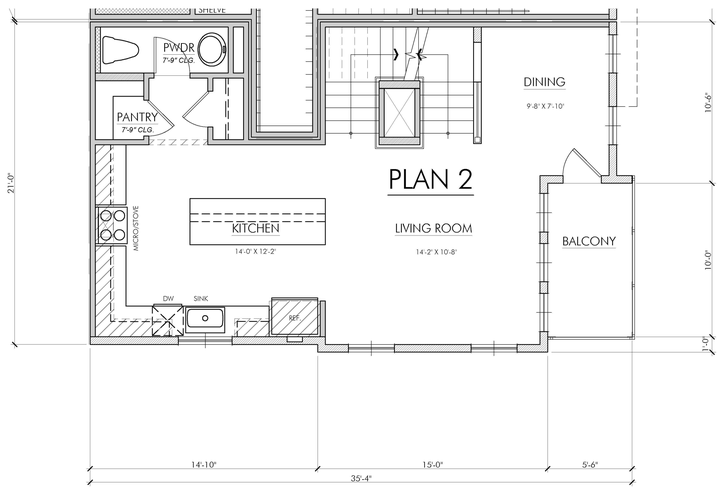
URBAN ARENA



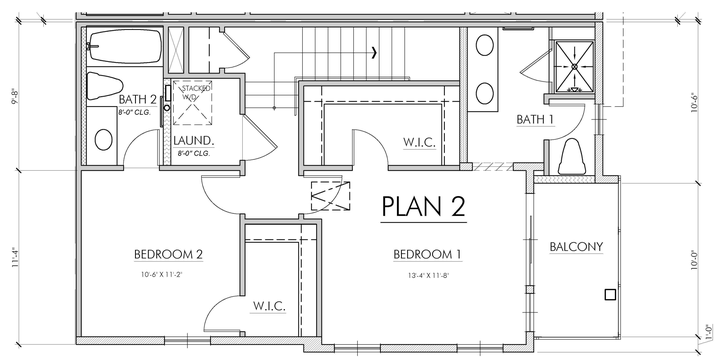
FIRST FLOOR



LADDER CHASE CONDITION



SECOND FLOOR



THIRD FLOOR

NOTE:
ALL BEDROOMS SHALL HAVE AN EGRESS WINDOW WITH A MINIMUM OPENING SIZE OF 5.7 SQ. FT.

PLAN 2 • 3 BR/3.5 BA	
PLAN 2 • FIRST FLOOR - NET	340 SQ. FT.
PLAN 2 • SECOND FLOOR - NET	543 SQ. FT.
PLAN 2 • THIRD FLOOR - NET	622 SQ. FT.
PLAN 2 • TOTAL NET	1,505 SQ.FT.
PLAN 2 • TOTAL GROSS	1,662 SQ.FT.
PLAN 2 • 2-CAR GARAGE - NET	440 SQ. FT.
PLAN 2 • DECKS - NET	111 SQ. FT.
PLAN 2 • TOTAL COVERED AREA - NET	2,055 SQ. FT.
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.	

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

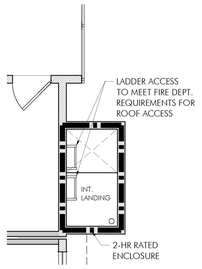
DATE 02 | 03 | 26

1/4" - 1' - 0" SCALE

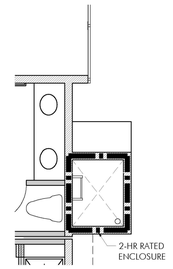
0 4 8

UA SPLIT TOWNHOMES UNIT PLAN 1 | A1.0

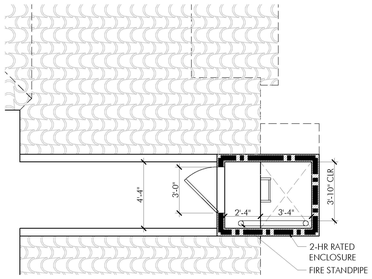
URBAN ARENA



LADDER CHASE CONDITION



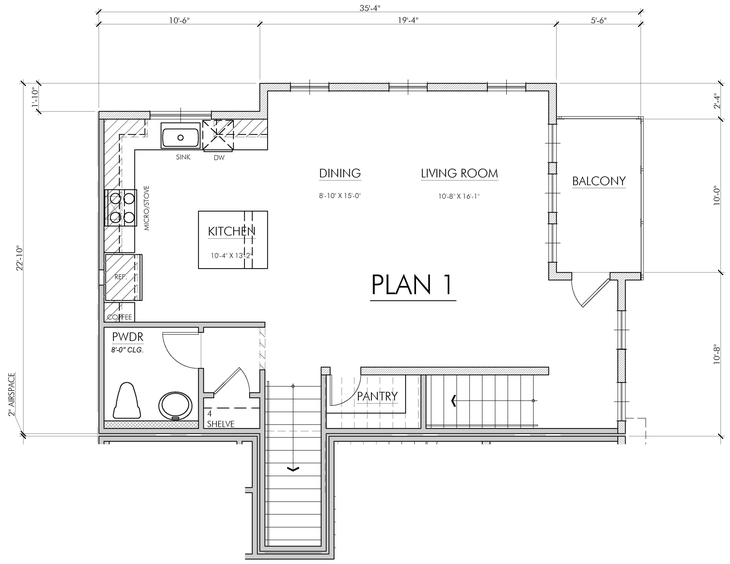
LADDER CHASE CONDITION



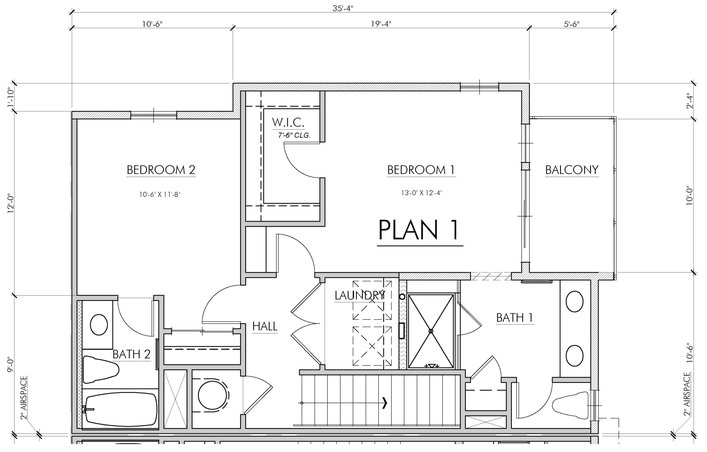
LADDER CHASE CONDITION AT ROOF



FIRST FLOOR



SECOND FLOOR



THIRD FLOOR

NOTE:
ALL BEDROOMS SHALL HAVE AN EGRESS WINDOW WITH A MINIMUM OPENING SIZE OF 5.7 SQ. FT.

PLAN 1 • 2 BR/2.5 BA	
PLAN 1 • FIRST FLOOR - NET	54 SQ. FT.
PLAN 1 • SECOND FLOOR - NET	612 SQ. FT.
PLAN 1 • THIRD FLOOR - NET	647 SQ. FT.
PLAN 1 • TOTAL NET	1,314 SQ.FT.
PLAN 1 • TOTAL GROSS	1,439 SQ.FT.
PLAN 1 • 2-CAR GARAGE - NET	439 SQ. FT.
PLAN 1 • DECKS - NET	111 SQ. FT.
PLAN 1 • TOTAL COVERED AREA - NET	1,863 SQ. FT.
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.	

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

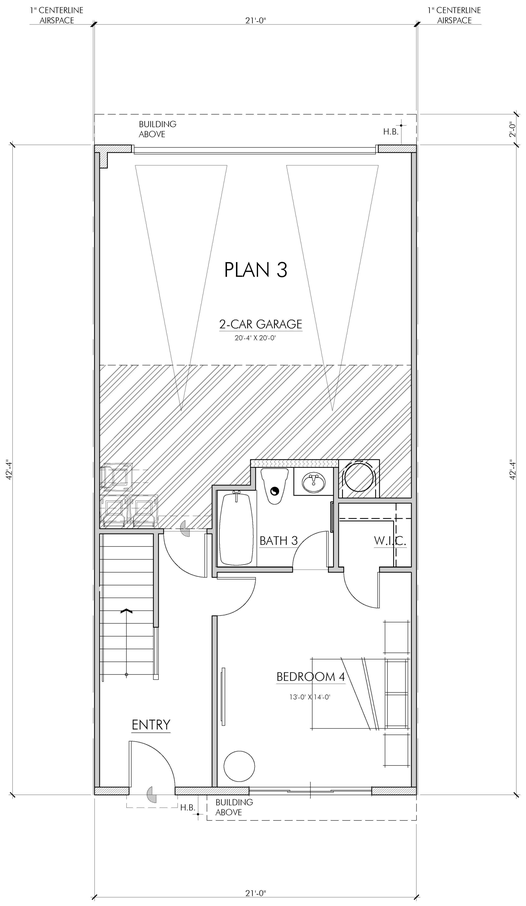
DATE 02 | 03 | 26

1/4" - 1' - 0" SCALE

0 4 8

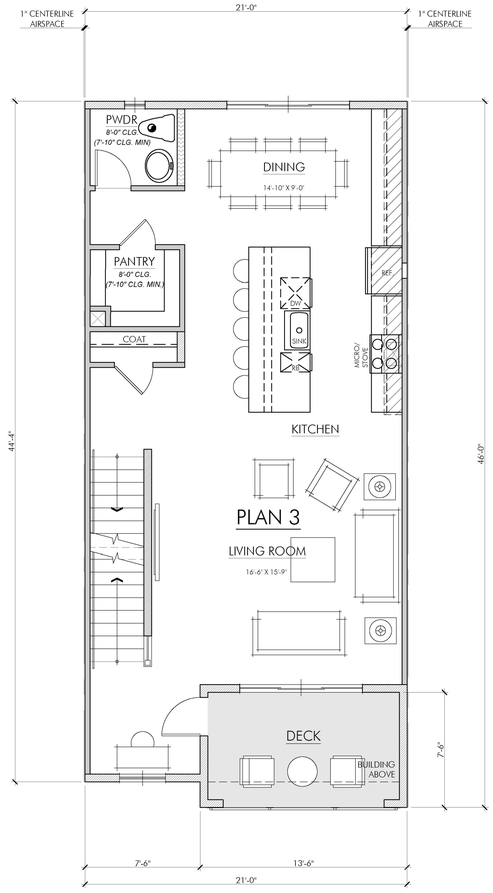
UA SPLIT TOWNHOMES UNIT PLAN 2 | A1.1

URBAN ARENA



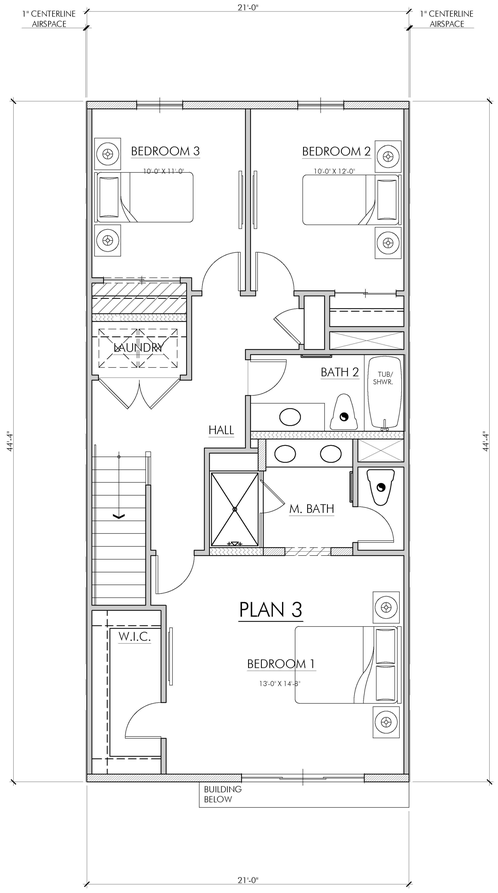
FIRST LEVEL

SCALE: 1/4" = 1'-0"



SECOND LEVEL

SCALE: 1/4" = 1'-0"



THIRD LEVEL

SCALE: 1/4" = 1'-0"

NOTE:
ALL BEDROOMS SHALL HAVE AN EGRESS WINDOW WITH A MINIMUM OPENING SIZE OF 5.7 SQ. FT.

PLAN 3 • 4 BR/3.5 BA	
PLAN 3 • FIRST FLOOR - NET	375 SQ. FT.
PLAN 3 • SECOND FLOOR - NET	765 SQ. FT.
PLAN 3 • THIRD FLOOR - NET	866 SQ. FT.
PLAN 3 • TOTAL NET	2,006 SQ. FT.
PLAN 3 • TOTAL GROSS	2,158 SQ. FT.
PLAN 3 • 2-CAR GARAGE - NET	455 SQ. FT.
PLAN 3 • DECK - NET	93 SQ. FT.
PLAN 3 • TOTAL COVERED AREA - NET	2,553 SQ. FT.
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.	

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

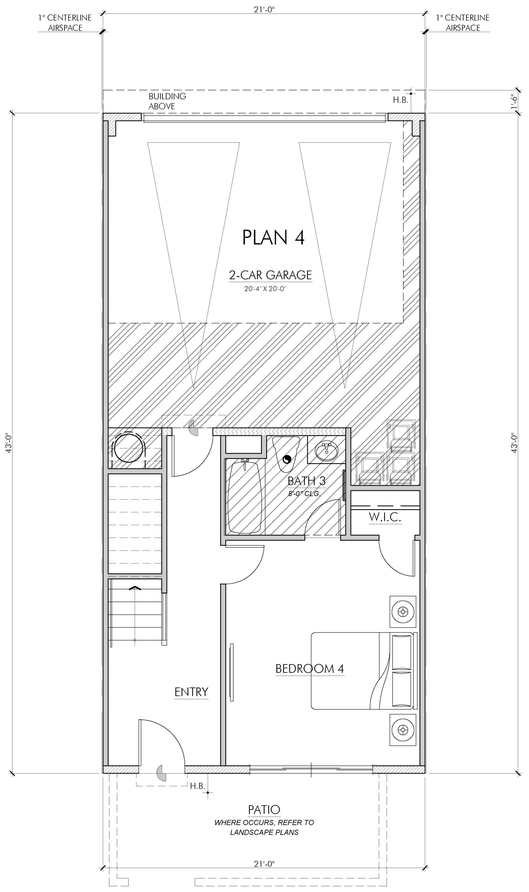
DATE 02 | 03 | 26

1/4" - 1' - 0" SCALE

0 4 8

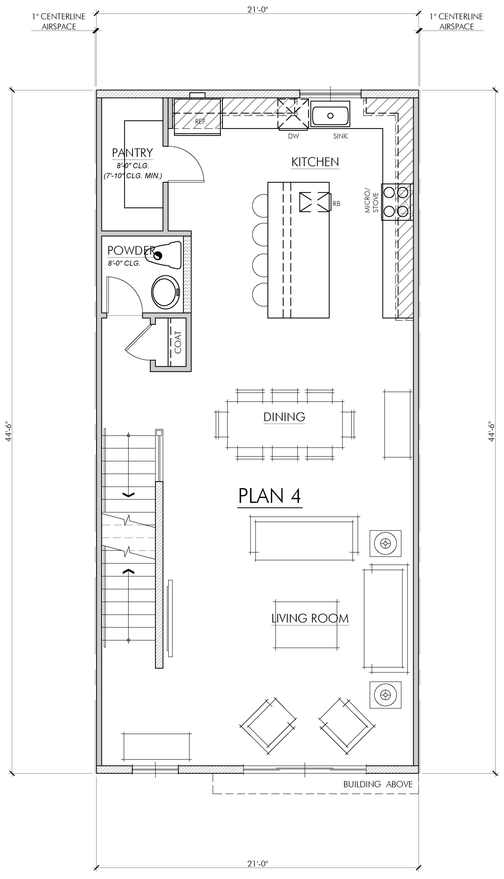
UA SPLIT TOWNHOMES UNIT PLAN 3 | A1.2

URBAN ARENA



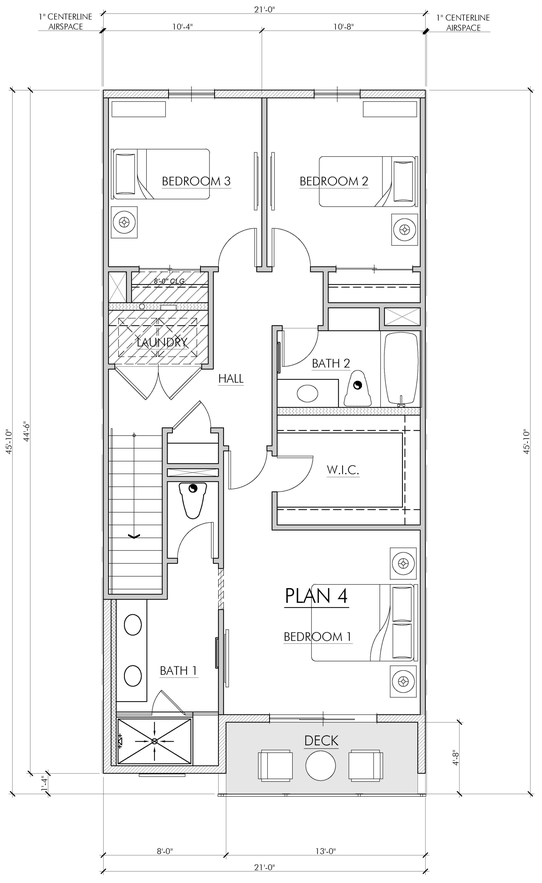
FIRST LEVEL

SCALE: 1/4" = 1'-0"



SECOND LEVEL

SCALE: 1/4" = 1'-0"



THIRD LEVEL

SCALE: 1/4" = 1'-0"

NOTE:
ALL BEDROOMS SHALL HAVE AN EGRESS WINDOW WITH A MINIMUM OPENING SIZE OF 5.7 SQ. FT.

PLAN 4 • 4 BR/3.5 BA	
PLAN 4 • FIRST FLOOR - NET	406 SQ. FT.
PLAN 4 • SECOND FLOOR - NET	878 SQ. FT.
PLAN 4 • THIRD FLOOR - NET	818 SQ. FT.
PLAN 4 • TOTAL NET	2,102 SQ. FT.
PLAN 4 • TOTAL GROSS	2,258 SQ. FT.
PLAN 4 • 2-CAR GARAGE - NET	432 SQ. FT.
PLAN 4 • DECK - NET	60 SQ. FT.
PLAN 4 • TOTAL COVERED AREA - NET	2,594 SQ.FT.
NOTE: SQUARE FOOTAGE MAY VARY DUE TO METHOD OF CALCULATION.	

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

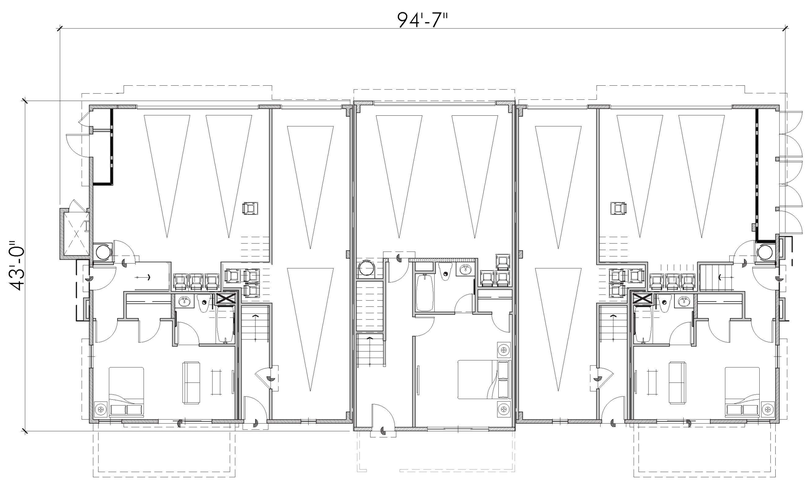
DATE 02 | 03 | 26

1/4" - 1' - 0" SCALE

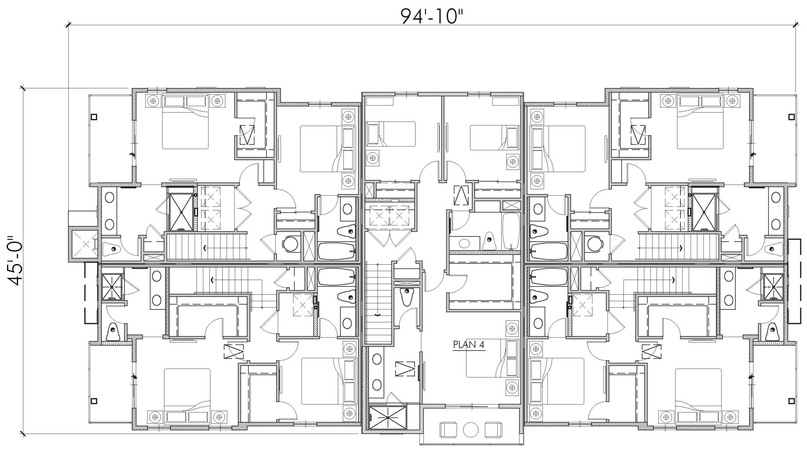
0 4 8

UA SPLIT TOWNHOMES UNIT PLAN 4 | A1.3

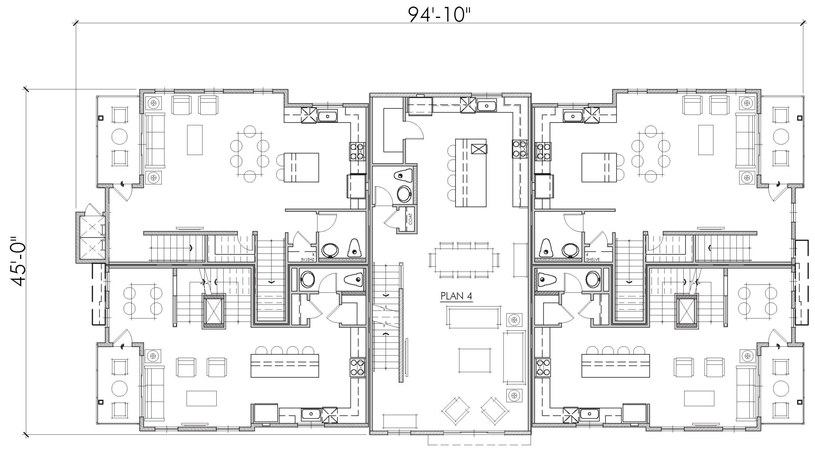
URBAN ARENA



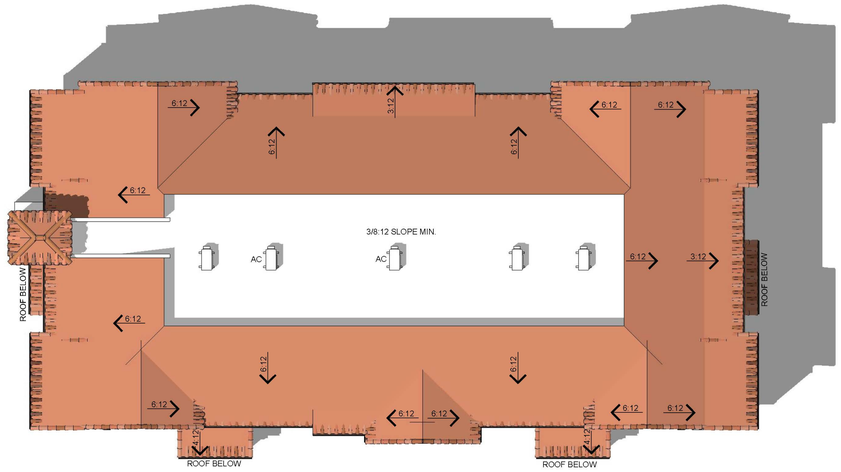
1ST LEVEL



3RD LEVEL



2ND LEVEL



ROOF PLAN

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1/8" - 1' - 0" SCALE

0 8 16

UA SPLIT TOWNHOMES 5-PLEX COMPOSITE PLAN | A2.1

URBAN ARENA



FRONT



RIGHT



REAR



LEFT

*SEE SHEETS A3.0 & A3.1 FOR COLOR & MATERIAL CALLOUTS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

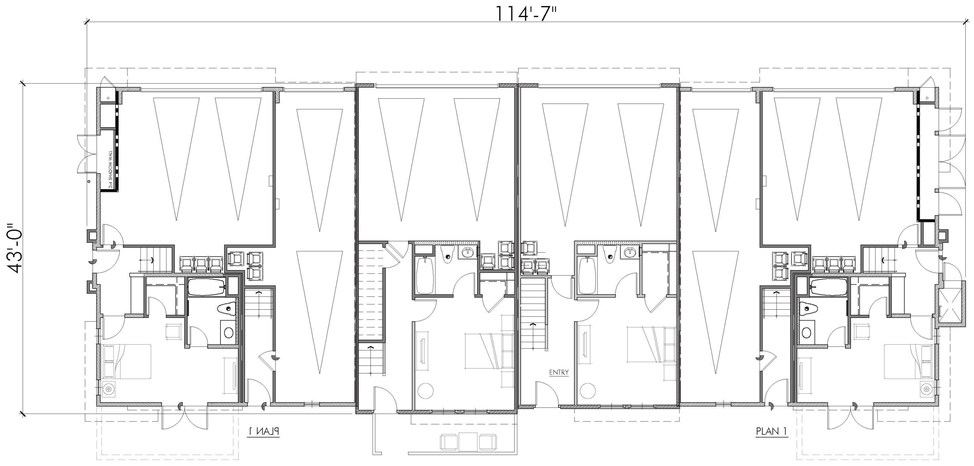
DATE 02 | 03 | 26

3/16" - 1' - 0" SCALE

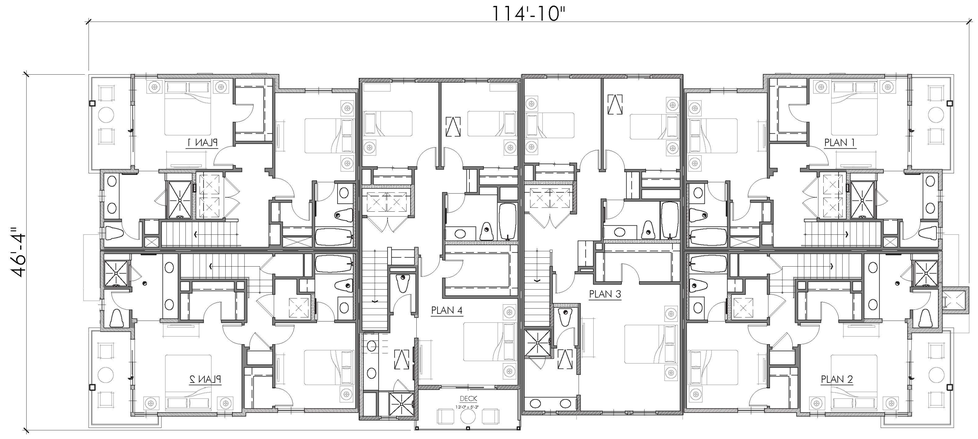
0 8 16

UA SPLIT TOWNHOMES 5-PLEX ELEVATIONS | A2.2

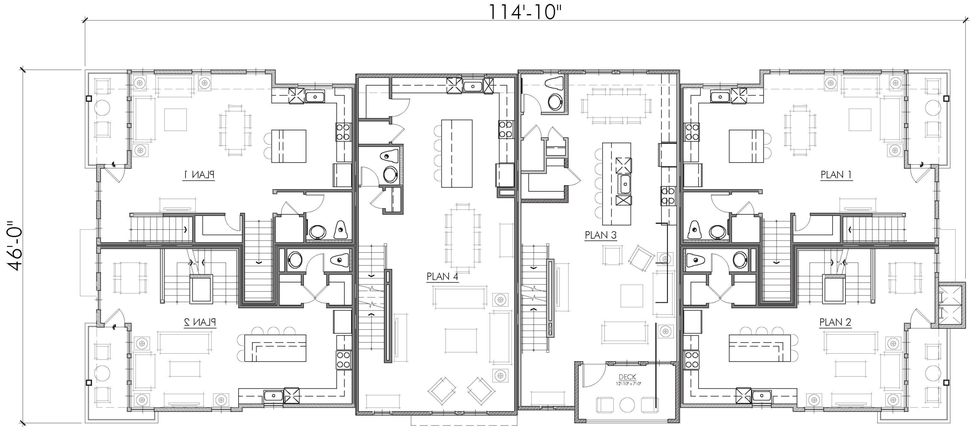
URBAN ARENA



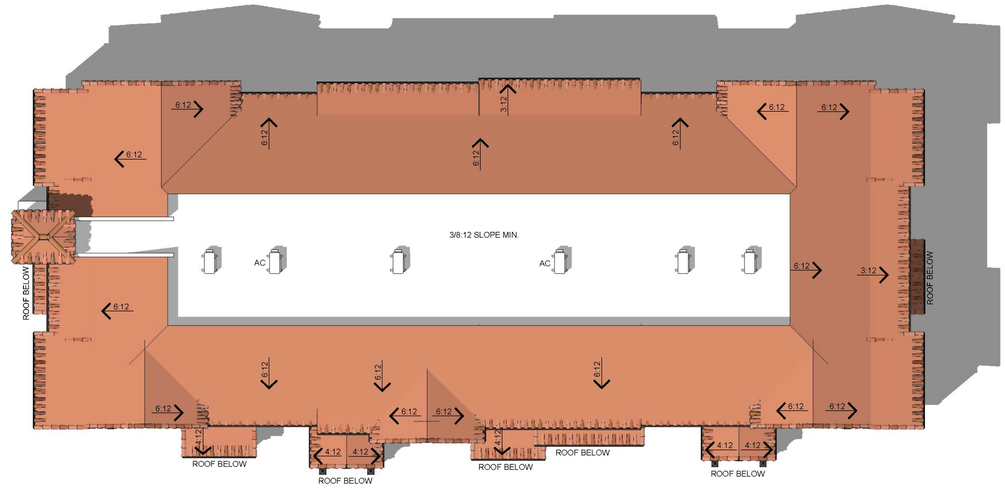
1ST LEVEL



3RD LEVEL



2ND LEVEL



ROOF PLAN

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1/8" - 1' - 0" SCALE

0 8 16

UA SPLIT TOWNHOMES 6-PLEX COMPOSITE PLAN | A2.3

URBAN ARENA



FRONT



RIGHT



REAR



LEFT

*SEE SHEETS A3.0 & A3.1 FOR COLOR & MATERIAL CALLOUTS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

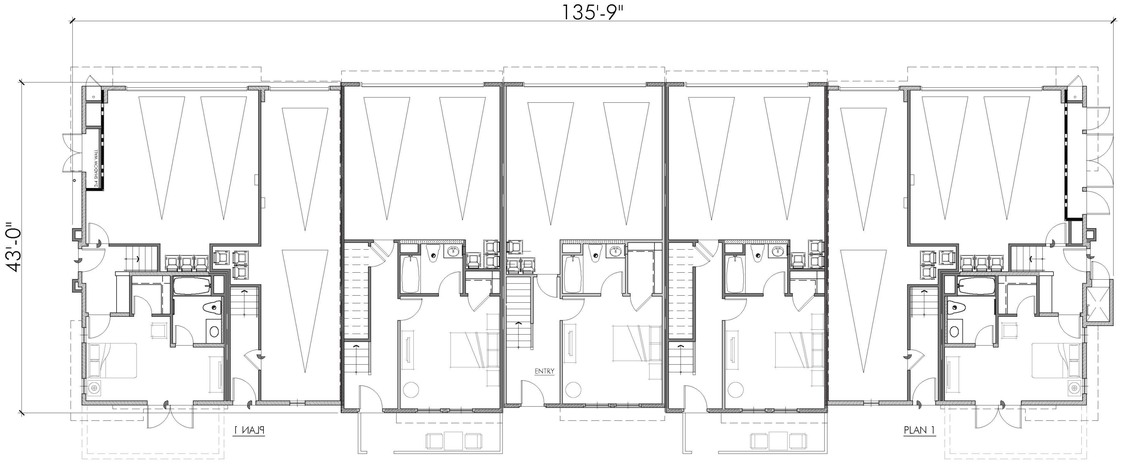
DATE 02 | 03 | 26

3/16" - 1' - 0" SCALE

0 8 16

URBAN ARENA

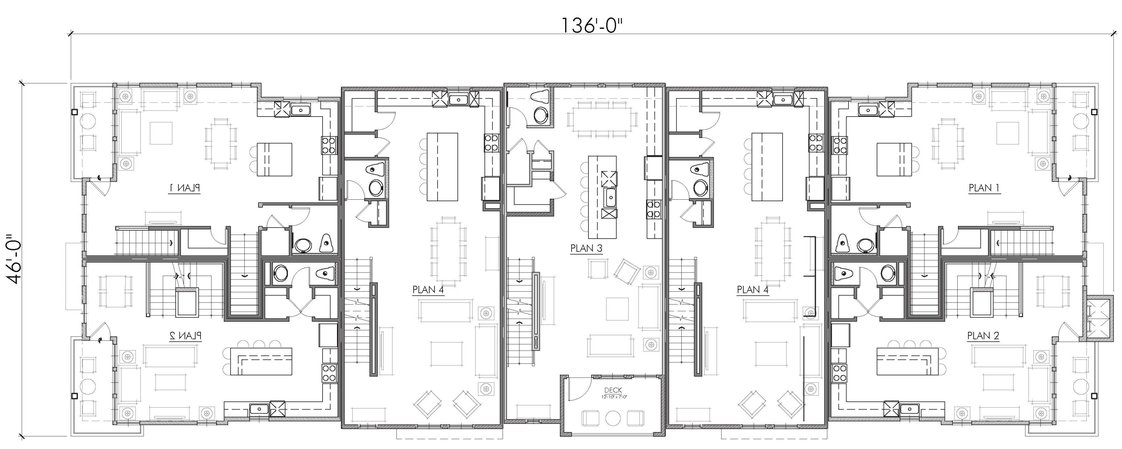
UA SPLIT TOWNHOMES 6-PLEX ELEVATIONS | A2.4



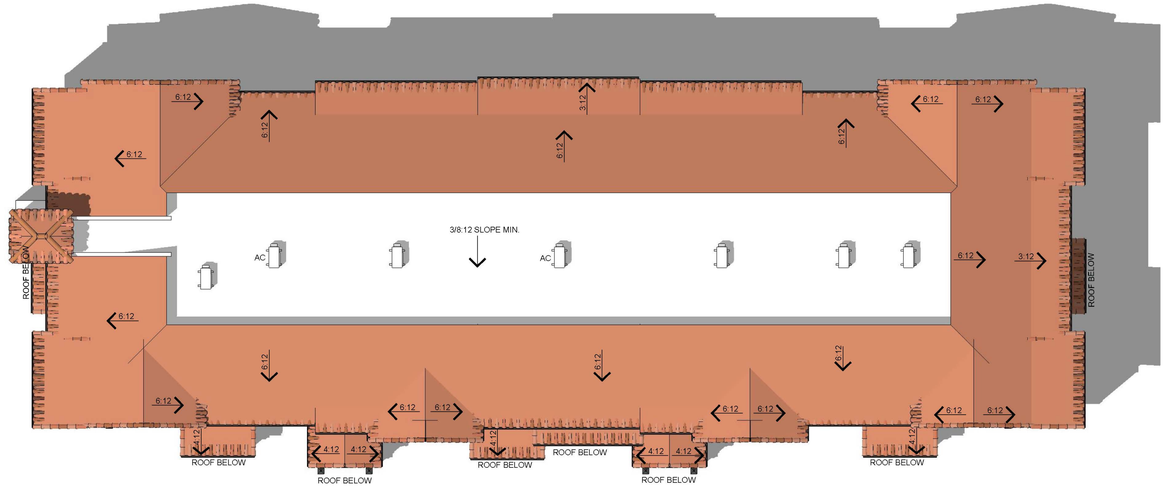
1ST LEVEL



3RD LEVEL



2ND LEVEL



ROOF PLAN

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1/8" - 1' - 0" SCALE

0 8 16

UA SPLIT TOWNHOMES 7-PLEX COMPOSITE PLAN | A2.5

URBAN ARENA



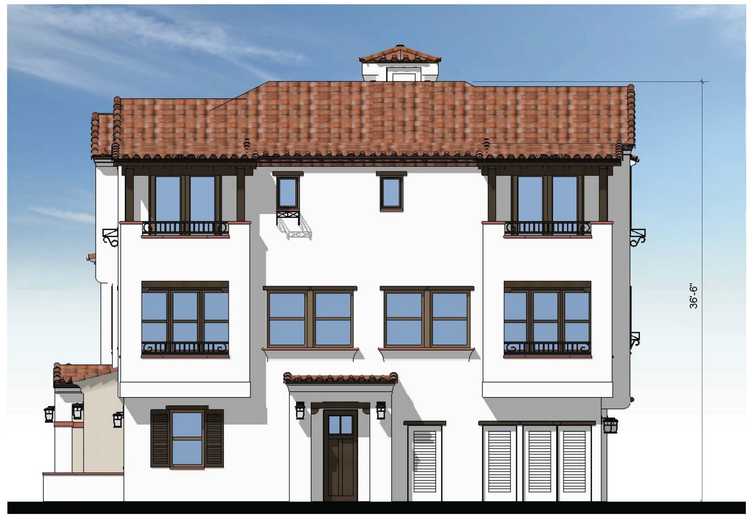
FRONT



RIGHT



REAR



LEFT

*SEE SHEETS A3.0 & A3.1 FOR COLOR & MATERIAL CALLOUTS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

3/16" - 1' - 0" SCALE

0 8 16

URBAN ARENA

UA SPLIT TOWNHOMES 7-PLEX ELEVATIONS | A2.6



FRONT PERSPECTIVE



ALLEY PERSPECTIVE

*SEE SHEETS A3.0 & A3.1 FOR COLOR & MATERIAL CALLOUTS

SUMNER

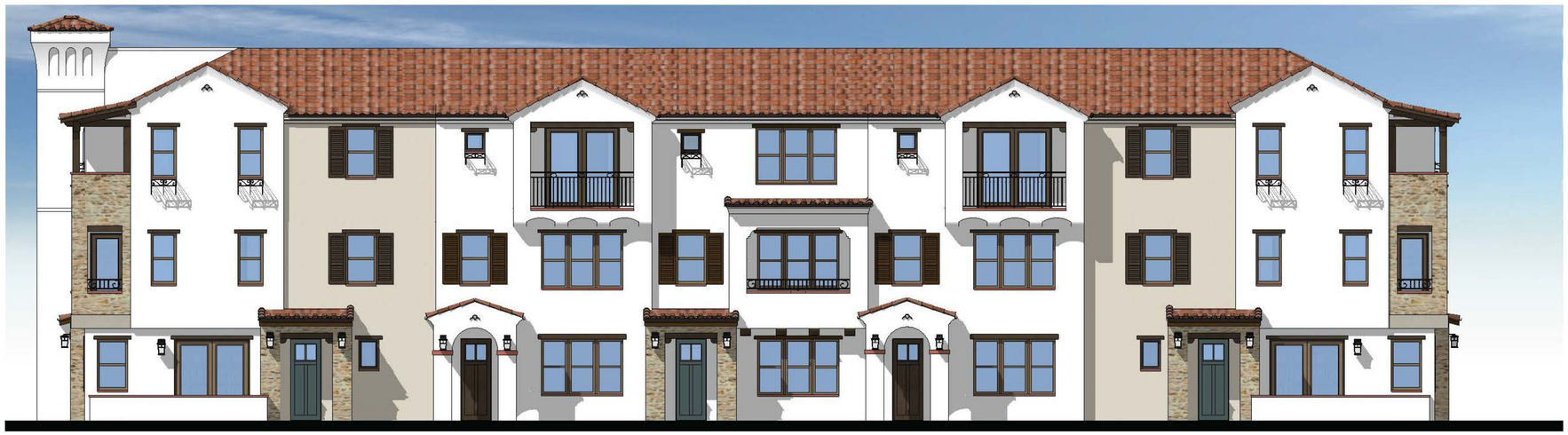
EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

UA SPLIT TOWNHOMES 5-PLEX PERSPECTIVES | A2.7

URBAN ARENA



7-PLEX FRONT ENHANCED



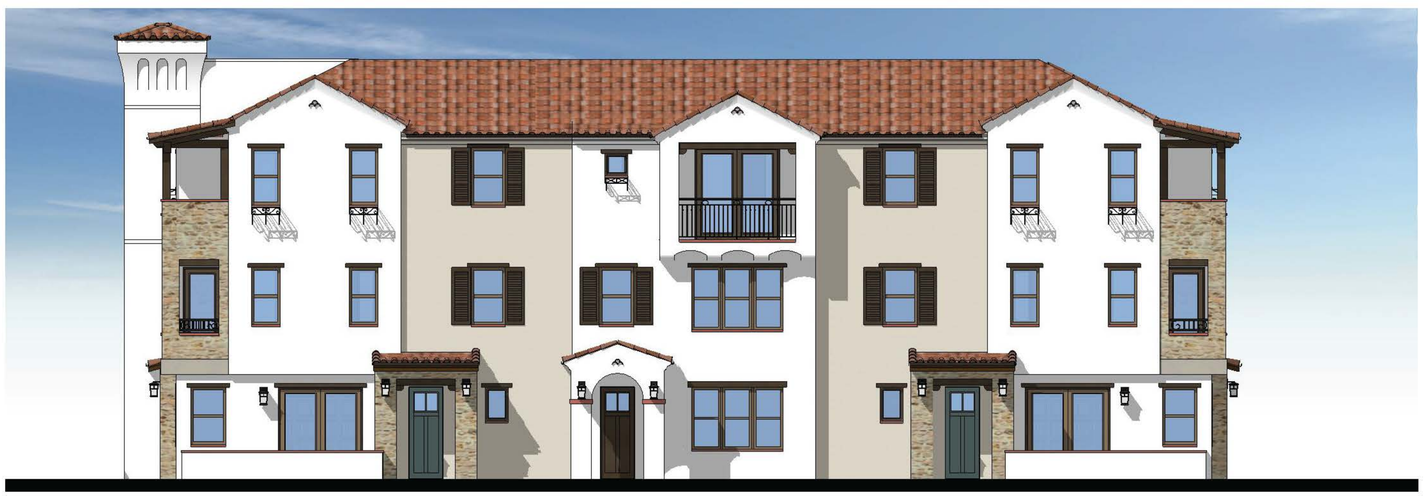
RIGHT



6-PLEX FRONT ENHANCED



LEFT



5-PLEX FRONT ENHANCED

*SEE SHEETS A3.0 & A3.1 FOR COLOR & MATERIAL CALLOUTS



ENHANCED ELEVATIONS KEYMAP

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

3/16" - 1' - 0" SCALE

0 8 16

UA SPLIT TOWNHOMES ENHANCED ELEVATIONS | A2.8

URBAN ARENA





TRUCK LADDER ACCESS



ROOF LADDER CHASE ACCESS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1'=30' - 0" SCALE

0 30 60

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.9

URBAN ARENA





SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

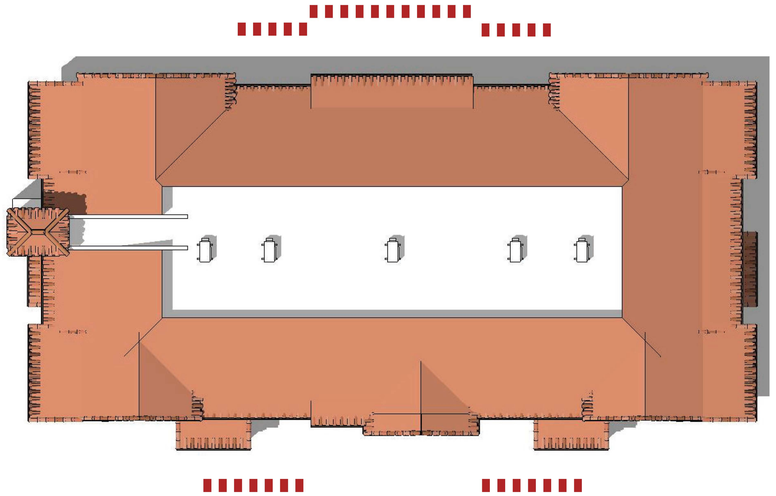
DATE 02 | 03 | 26

1/8" - 1' - 0" SCALE

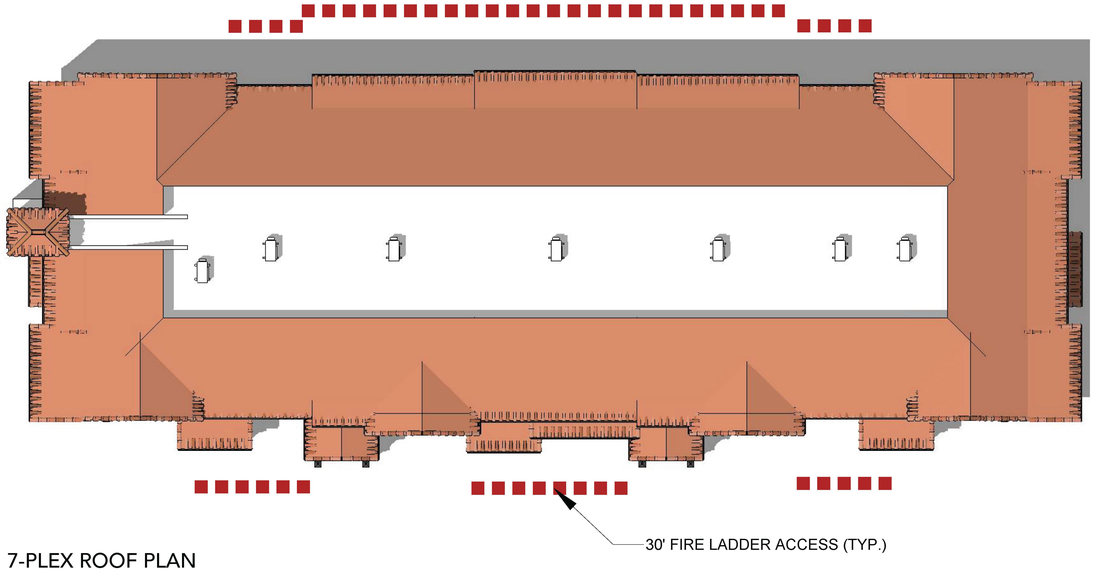
0 8 16

UA SPLIT TOWNHOMES FIRE ACCESS | A2.10

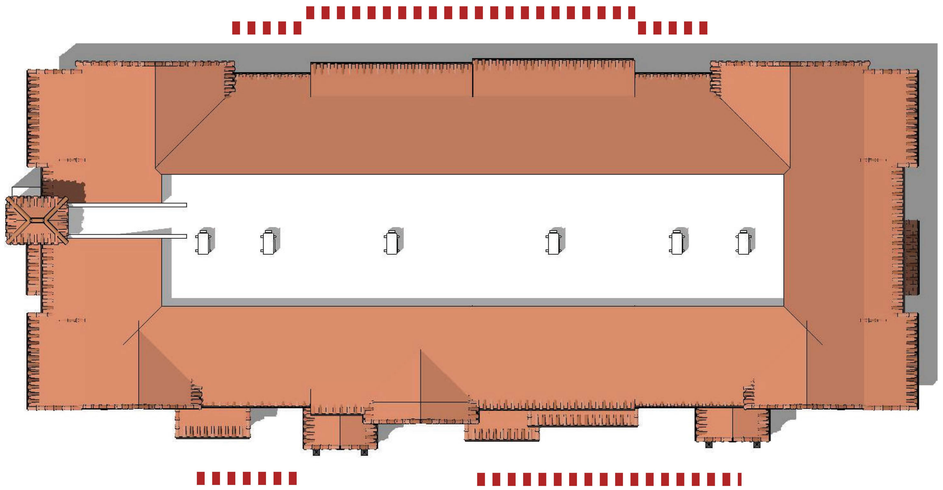
URBAN ARENA



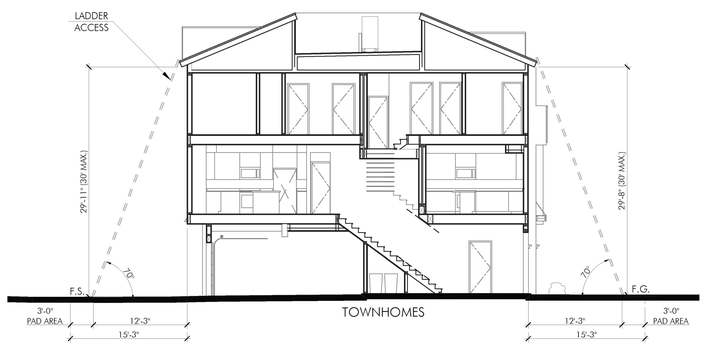
5-PLEX ROOF PLAN



7-PLEX ROOF PLAN



6-PLEX ROOF PLAN



TOWNHOME SECTION



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

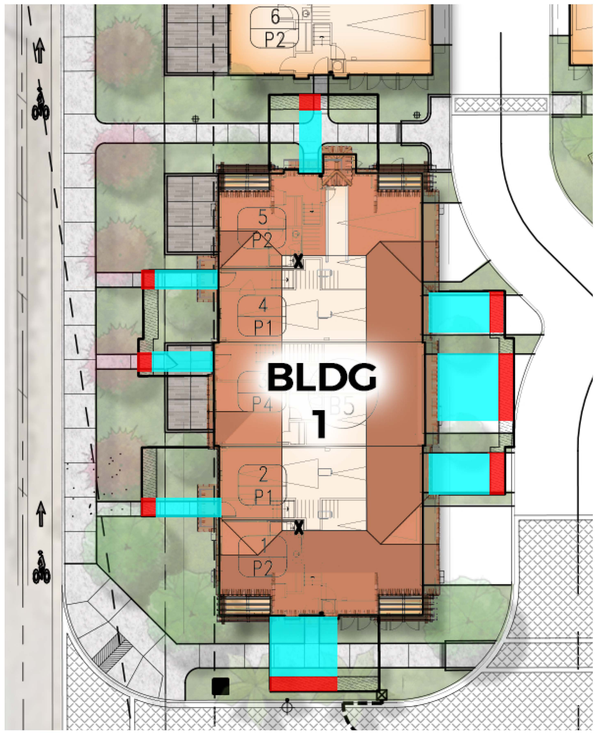
DATE 02 | 03 | 26

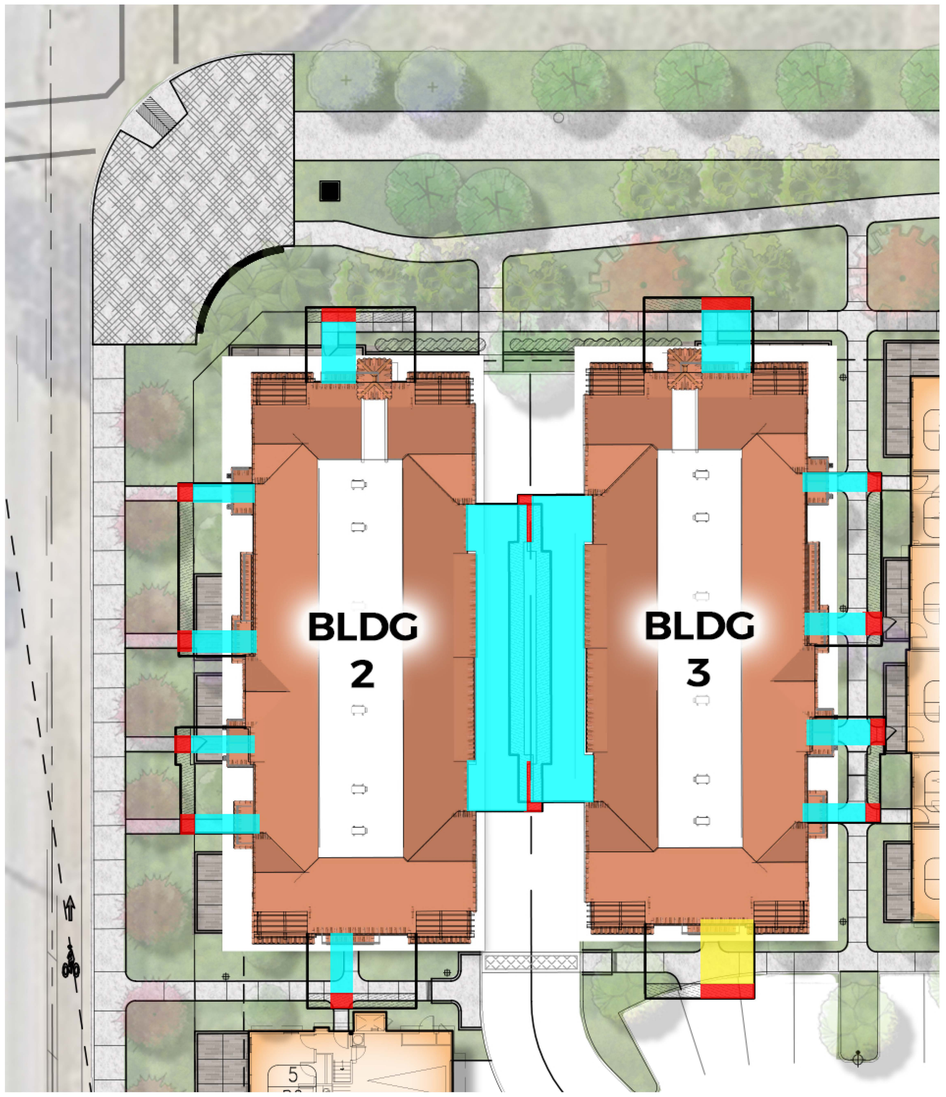
1/8" - 1' - 0" SCALE

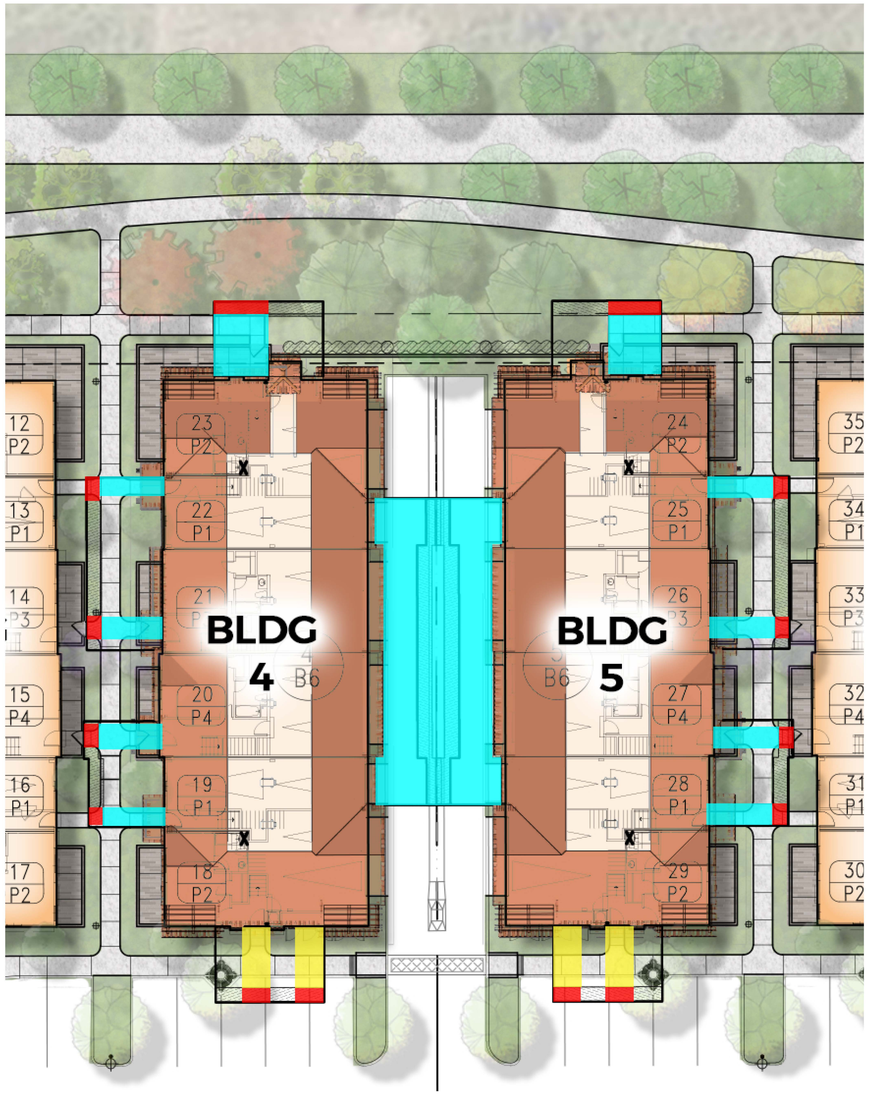
0 8 16

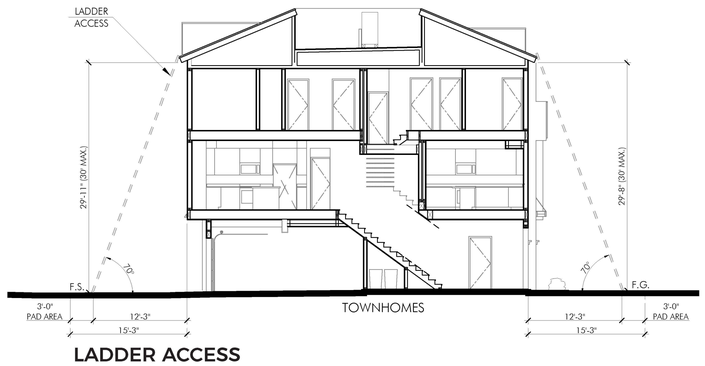
UA SPLIT TOWNHOMES FIRE ACCESS | A2.11

URBAN ARENA









LADDER ACCESS

LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

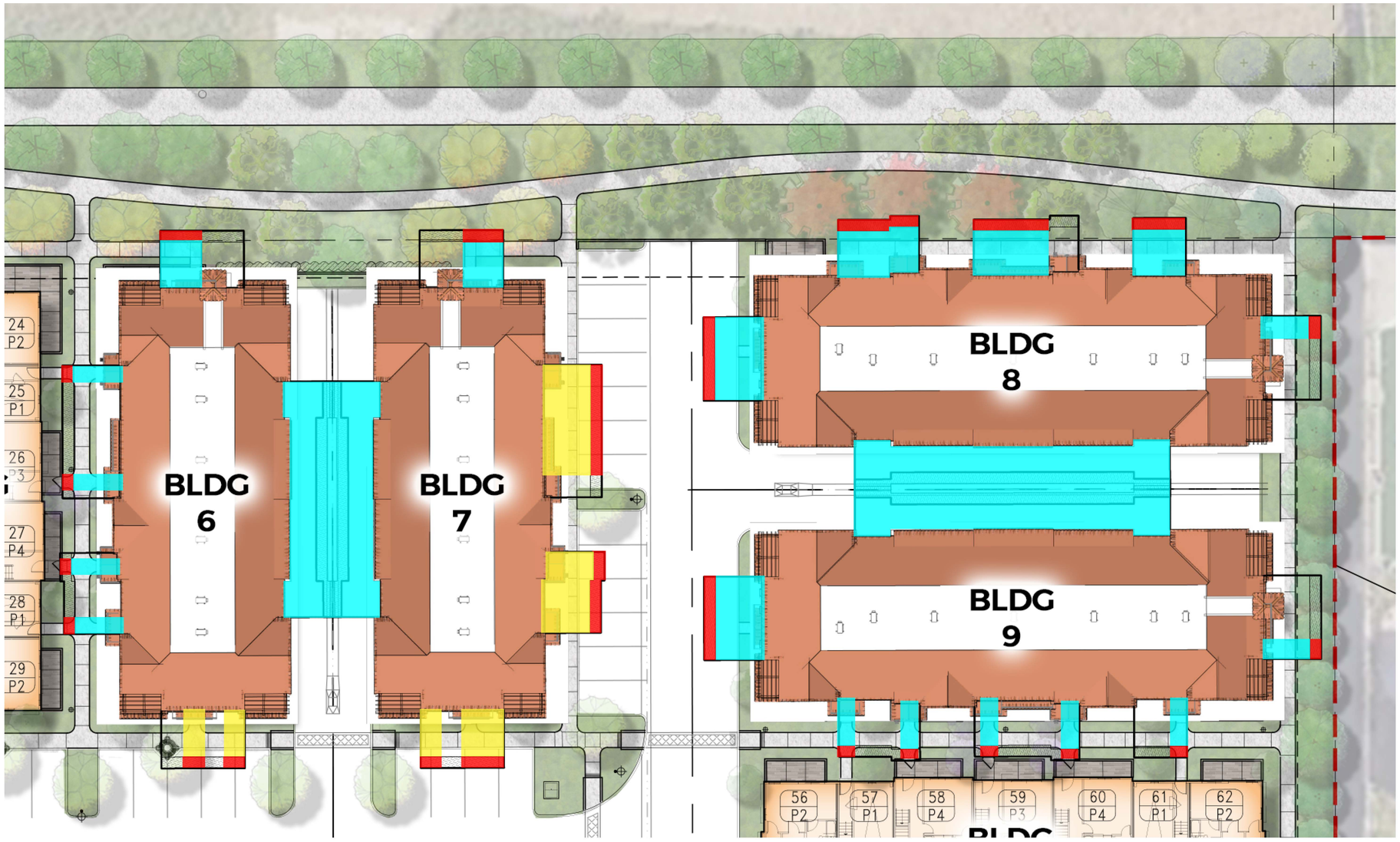
1/16" = 1' - 0" SCALE

0 16 32

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.12

URBAN ARENA



LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

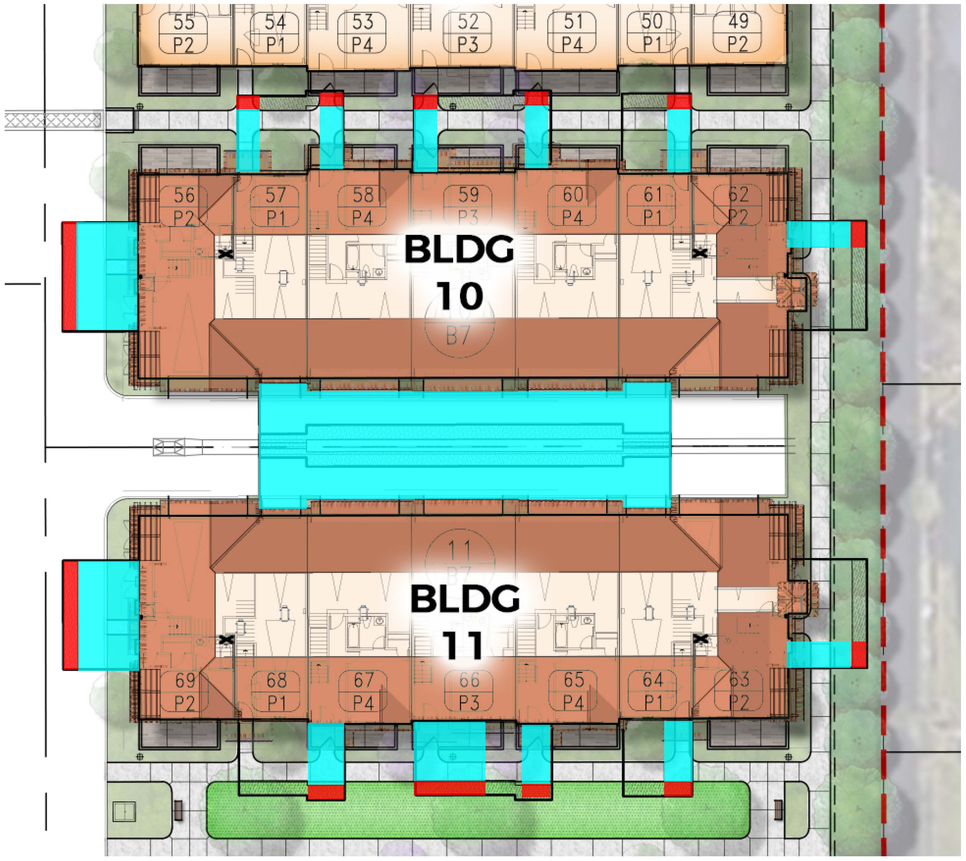
1/16" = 1' - 0" SCALE

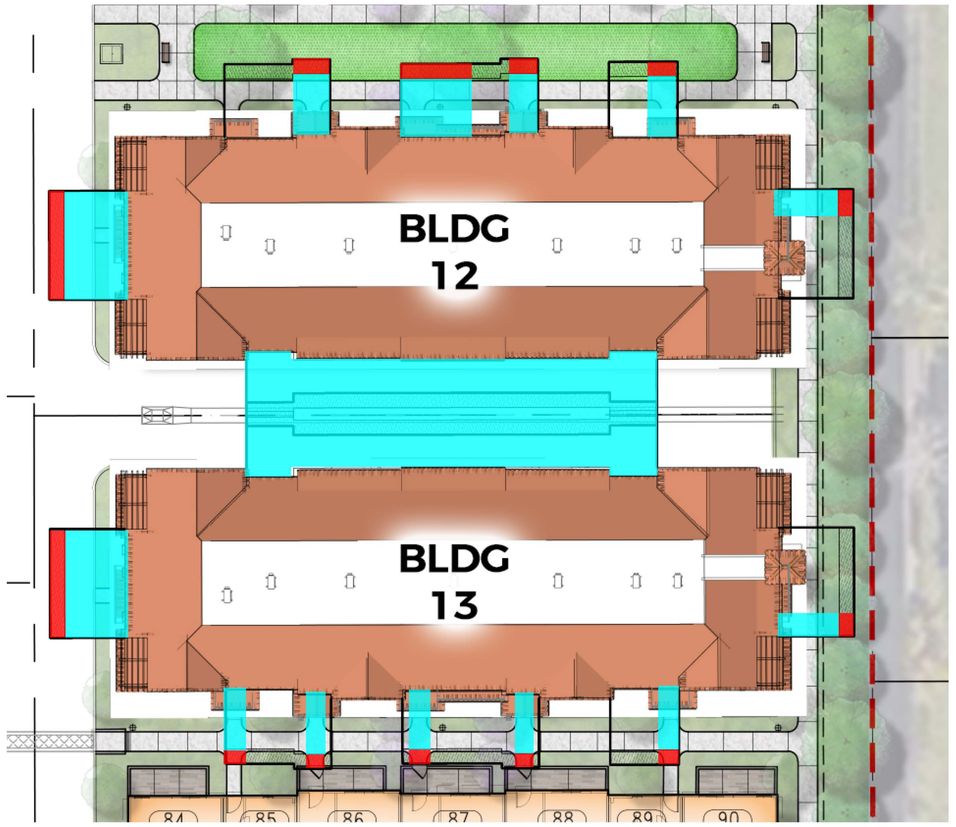
0 16 32

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.13

URBAN ARENA





LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

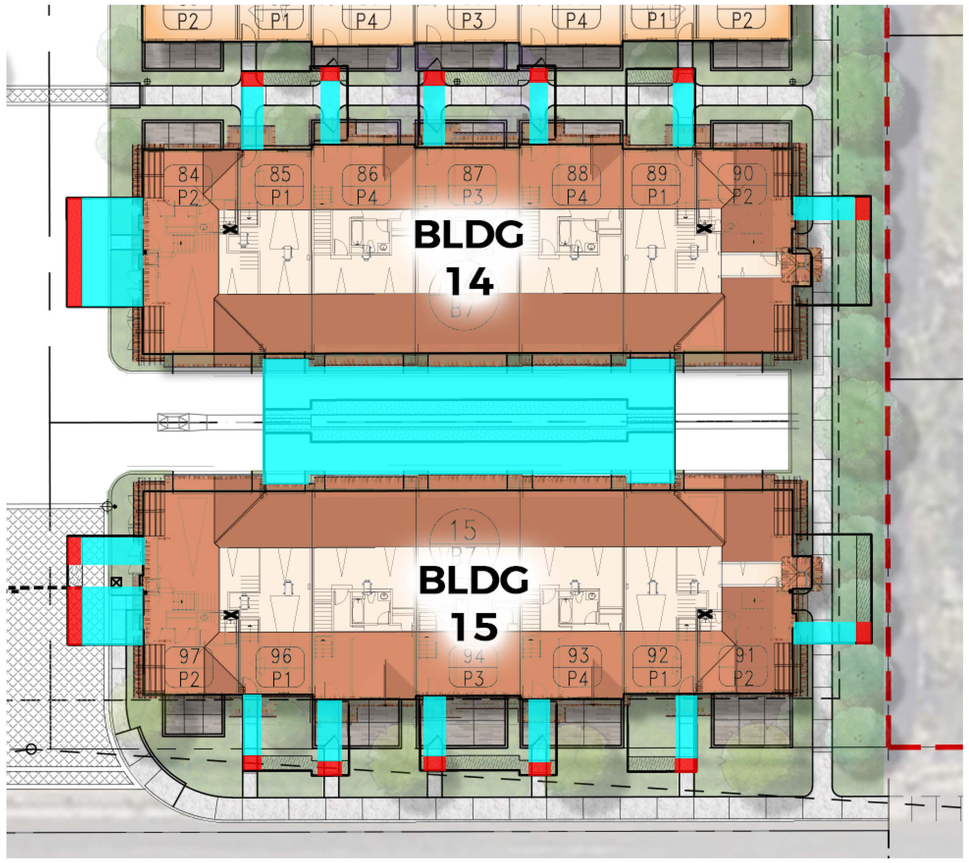
1/16" = 1' - 0" SCALE

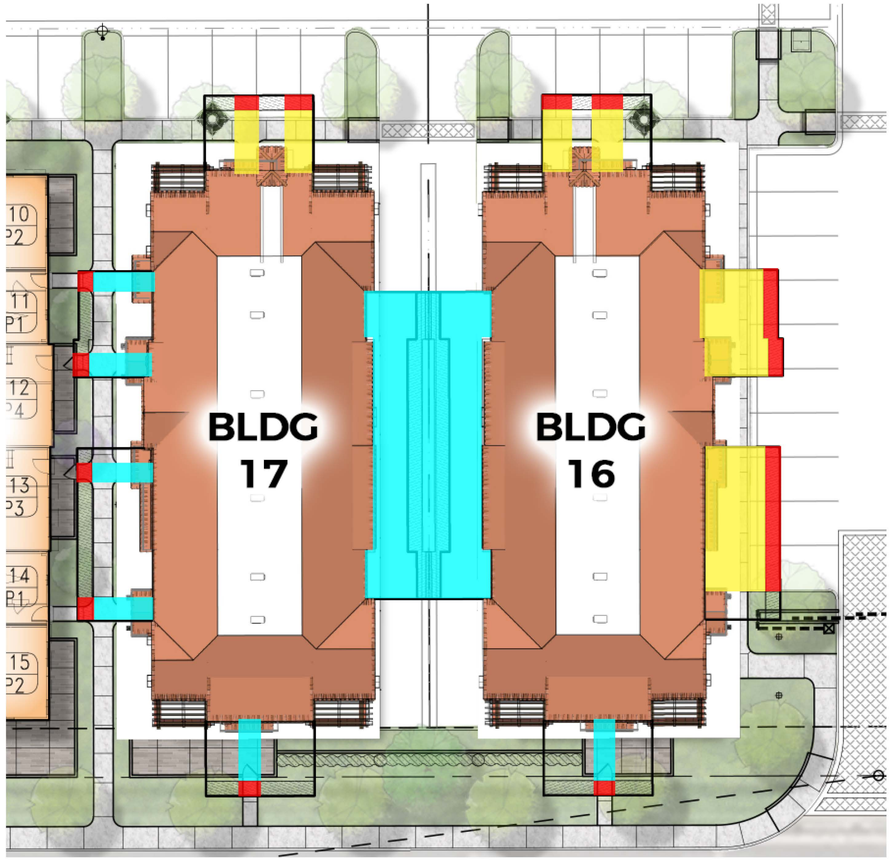
0 16 32

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.14

URBAN ARENA





LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

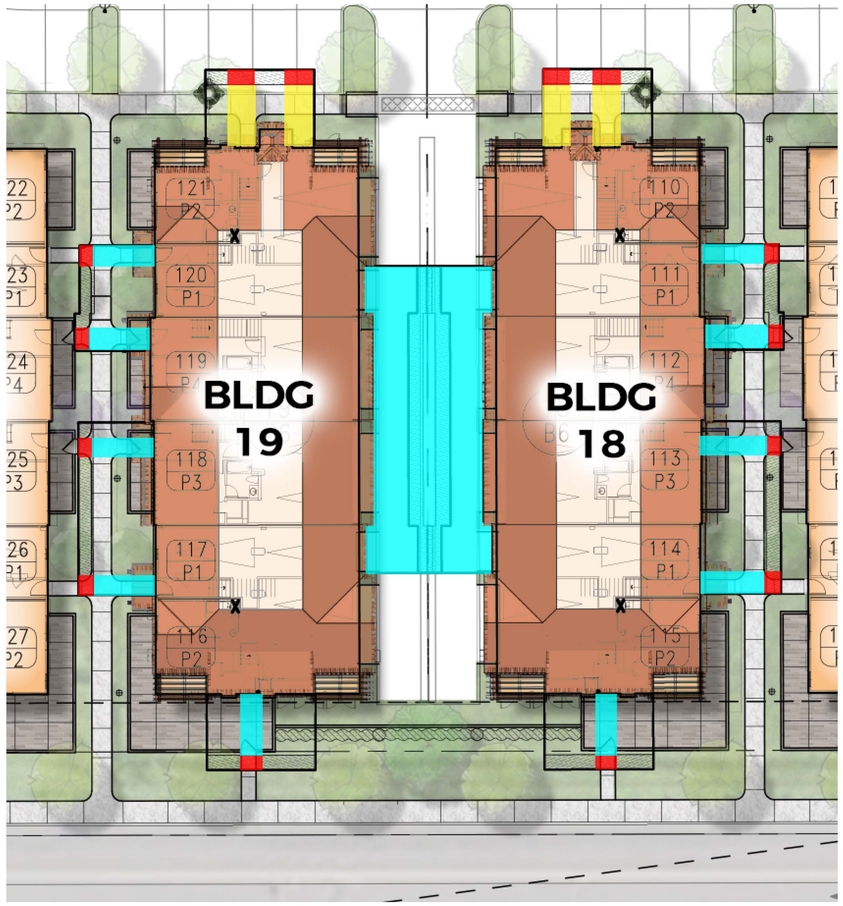
1/16" = 1' - 0" SCALE

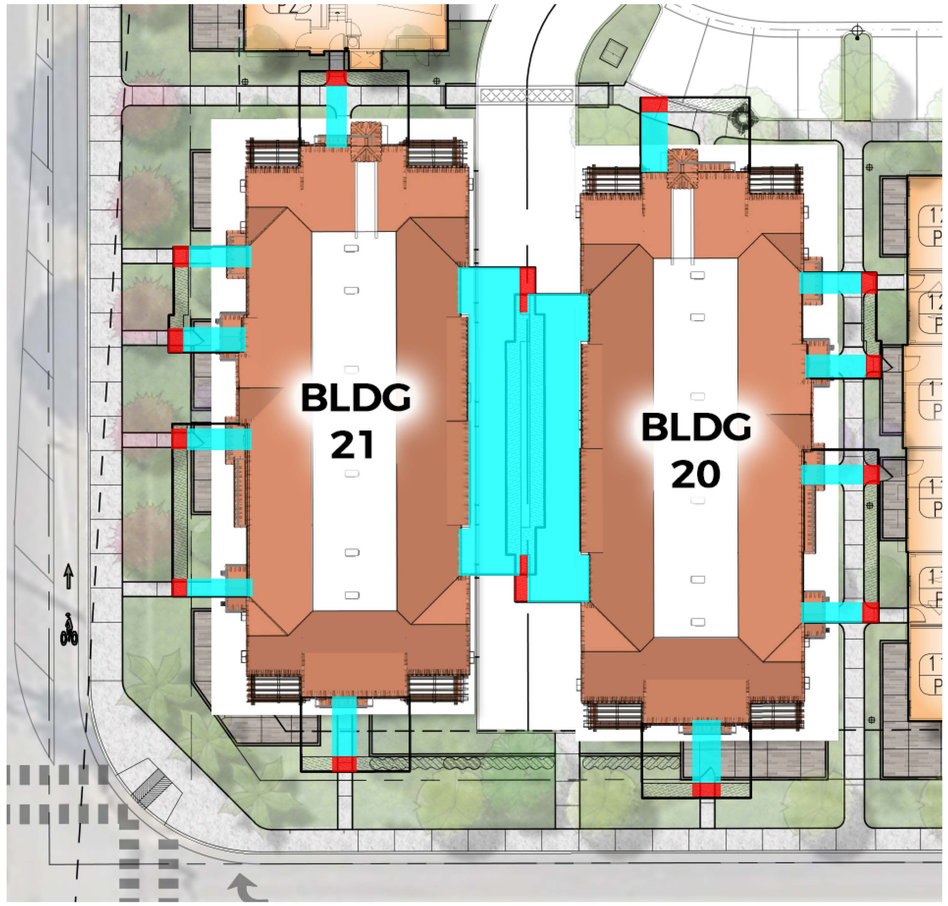
0 16 32

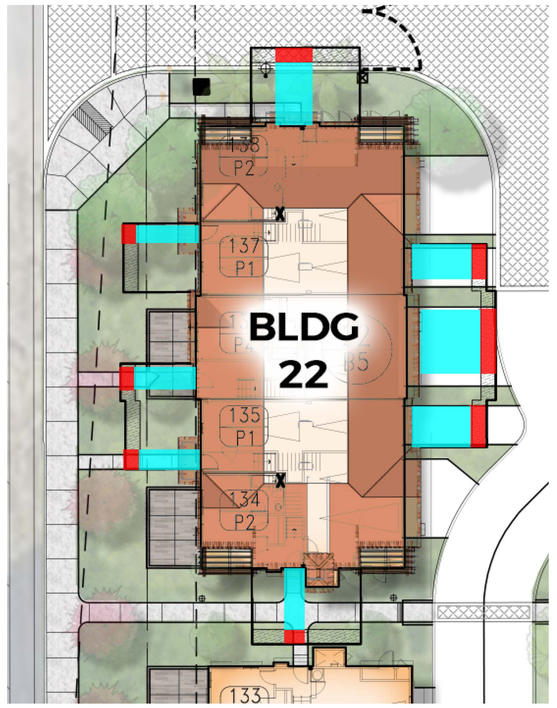
NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.15

URBAN ARENA







LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

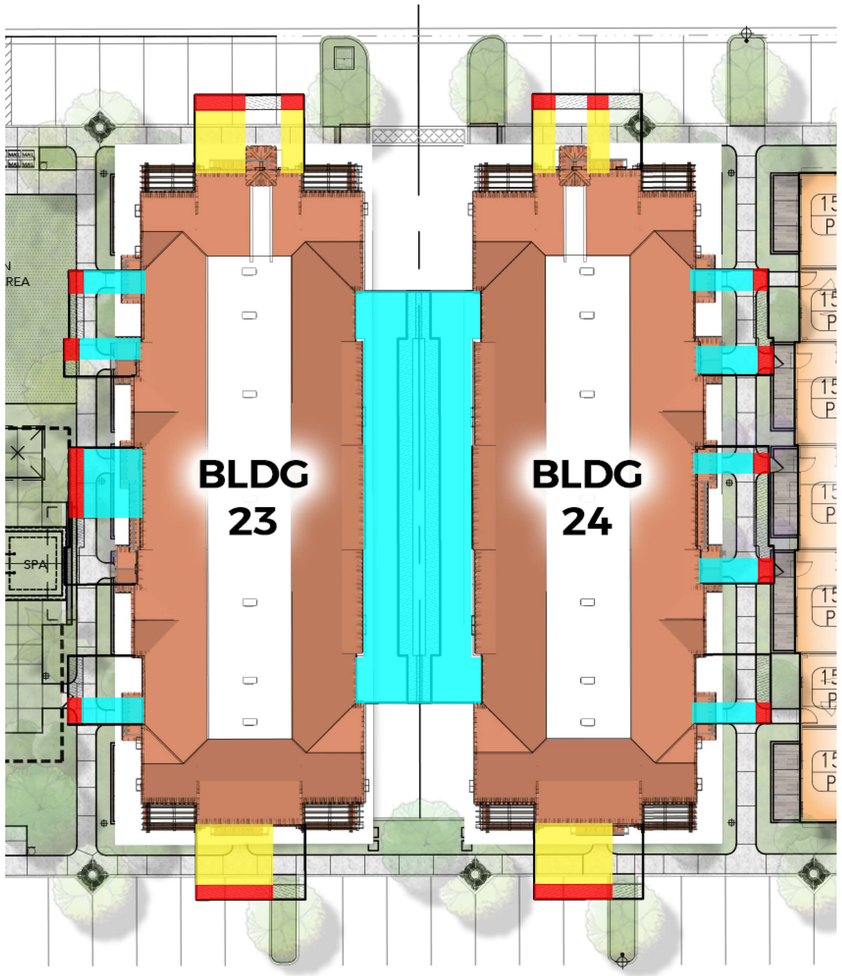
1/16" = 1' - 0" SCALE

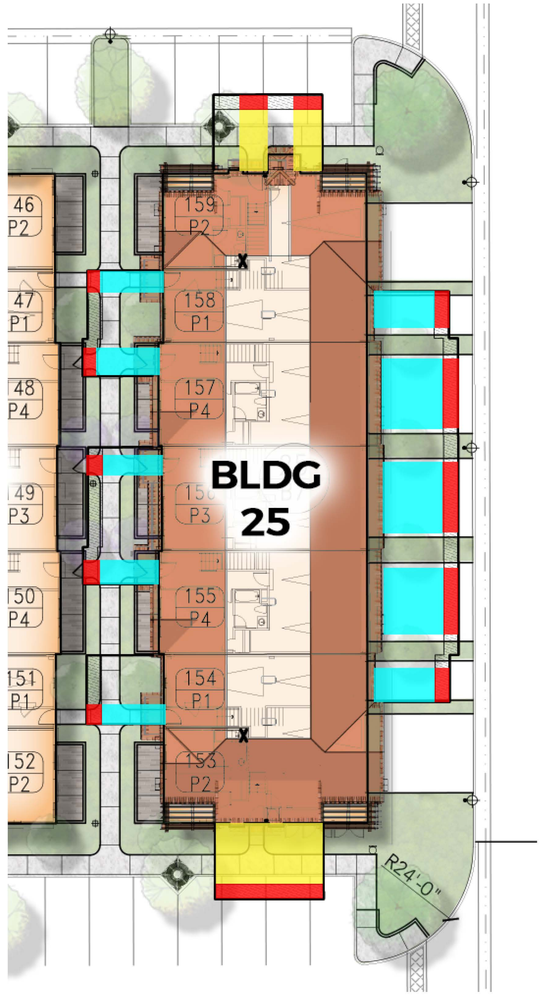
0 16 32

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.16

URBAN ARENA





LEGEND

- LADDER PAD AREA (3' DEPTH)
- PROPOSED LADDER DEPLOYMENT LOCATION
- POSSIBLE LADDER DEPLOYMENT LOCATION (BASED ON OCCUPIED PARKING SPACE)

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

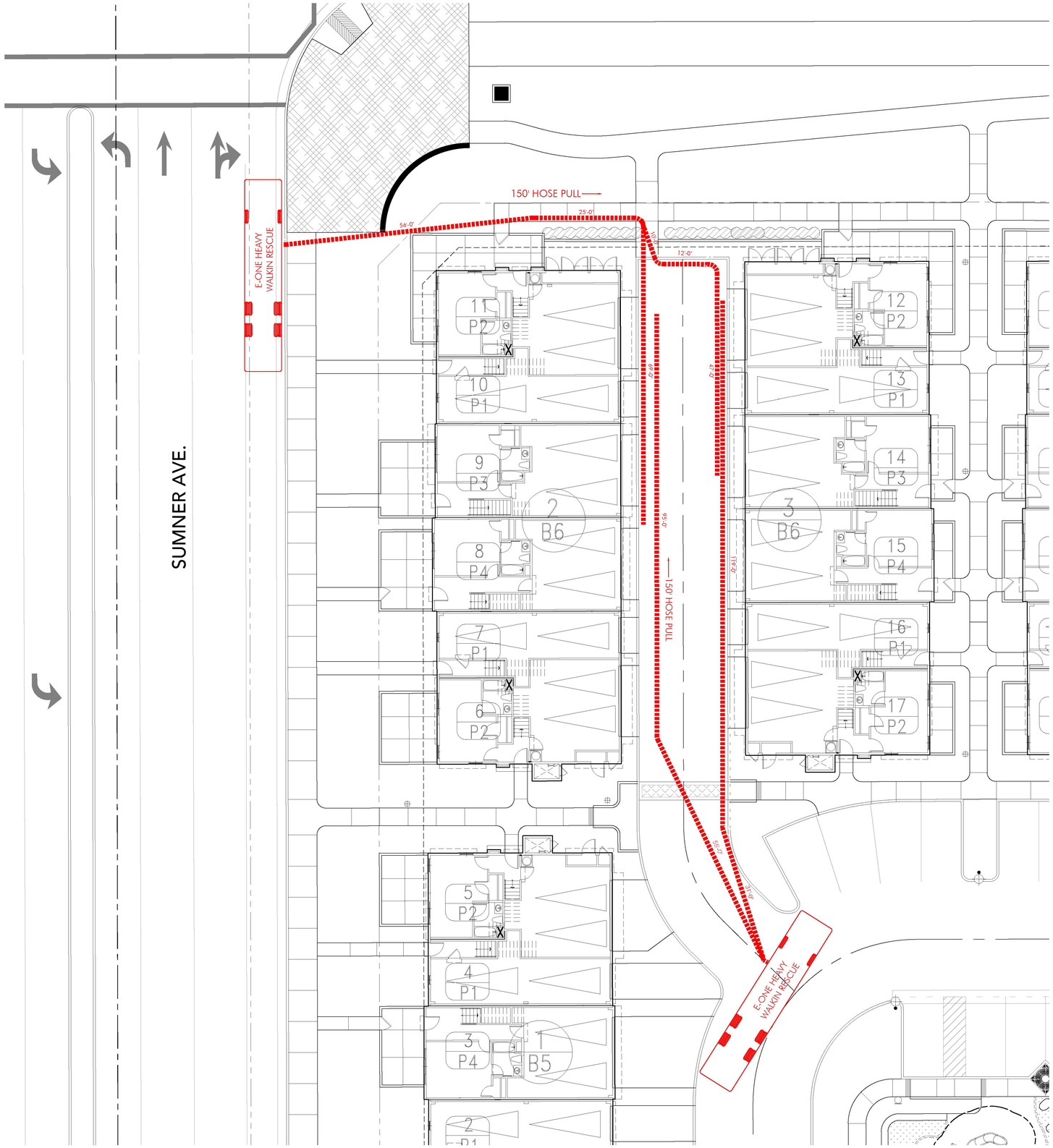
1/16" = 1' - 0" SCALE

0 16 32

NORTH

UA SPLIT TOWNHOMES FIRE ACCESS | A2.17

URBAN ARENA



SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

1" = 10' - 0" SCALE

0 10 20

NORTH

BLDGS 2 & 3 FIRE HOSE ACCESS | A2.18

URBAN ARENA



FRONT



REAR

COLOR SCHEME A



A STUCCO 1 16/20
SW 7008 “ALABASTER”
SHERWIN WILLIAMS



B TRIM/ SHUTTERS
SW 2808 “ROOKWOOD DARK BROWN”
SHERWIN WILLIAMS



C ENTRY DOORS
SW 6214 “UNDERSEAS”
SHERWIN WILLIAMS



D WROUGHT IRON
SW 6222 “IRON ORE”
SHERWIN WILLIAMS



E GARAGE
SW 6124 “CARDBOARD”
SHERWIN WILLIAMS



E STUCCO 2 16/20
SW 7029 “AGREEABLE GRAY”
SHERWIN WILLIAMS



1 TILE ROOF
CAPISTRANTO “3628 KNOXVILLE BLEND”
EAGLE ROOFING



2 WINDOW FRAME - SINGLE HUNG
BRONZE
MILGARD



3 WALL CAP/ TILE ACCENT
CONCRETE TILE “DESERT”
ARTO



4 BALCONY RAILING



5 WINDOW SHELF



6 ARCHES



7 TILE ACCENT



8 LIGHTING



9 SPANISH STONE
*ONLY ON ENHANCED ELEVATIONS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

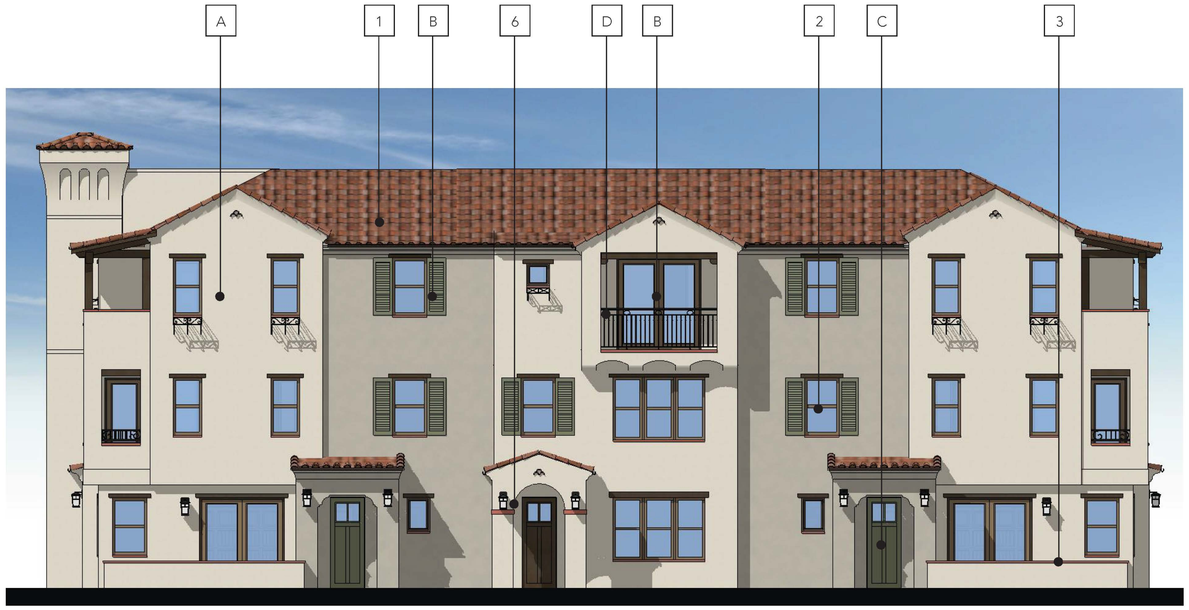
DATE 02 | 03 | 26

3/16” - 1’ - 0” SCALE

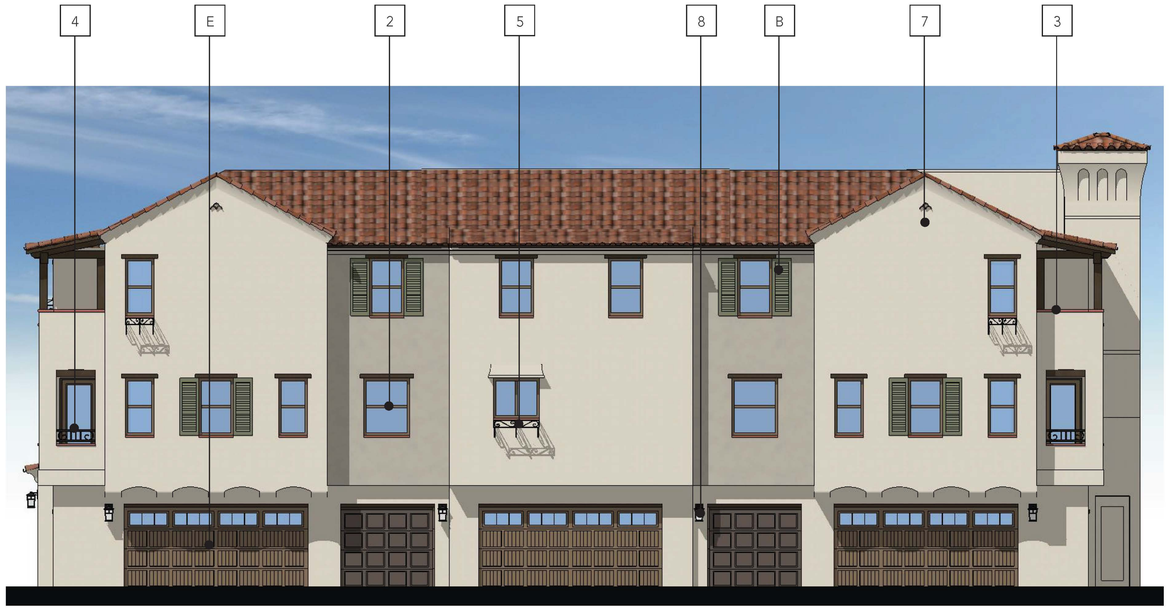
0 8 16

COLOR SCHEME A | A3.1

URBAN ARENA



FRONT



REAR

COLOR SCHEME B



A STUCCO 1 16/20
SW 7029 “AGREEABLE GRAY”
SHERWIN WILLIAMS



B TRIM
SW 7020 “BLACK FOX”
SHERWIN WILLIAMS



C ENTRY DOORS/ SHUTTERS
SW 6179 “ARTICHOKE”
SHERWIN WILLIAMS



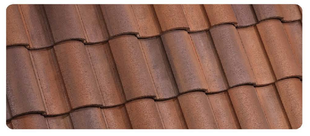
D WROUGHT IRON
SW 6222 “IRON ORE”
SHERWIN WILLIAMS



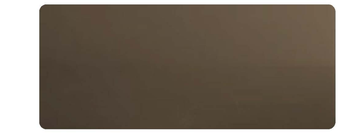
E GARAGE
SW 7018 “DOVETAIL”
SHERWIN WILLIAMS



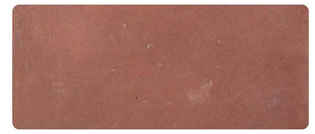
E STUCCO 2 16/20
SW 7030 “ANEW GRAY”
SHERWIN WILLIAMS



1 TILE ROOF
CAPISTRANO “3636 PIEDMONT BLEND”
EAGLE ROOFING



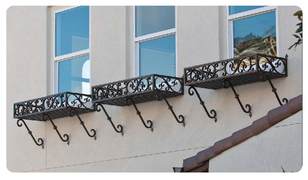
2 WINDOW FRAME - SINGLE HUNG
BRONZE
MILGARD



3 WALL CAP/ TILE ACCENT
CONCRETE TILE “SPANISH INN RED”
ARTO



4 BALCONY RAILING



5 WINDOW SHELF



6 ARCHES



7 TILE ACCENT



8 LIGHTING



9 SPANISH STONE
*ONLY ON ENHANCED ELEVATIONS

SUMNER

EASTVALE | CA

STRATHAM HOMES | 23-060

DATE 02 | 03 | 26

3/16” - 1’ - 0” SCALE

0 8 16

COLOR SCHEME B | A3.2

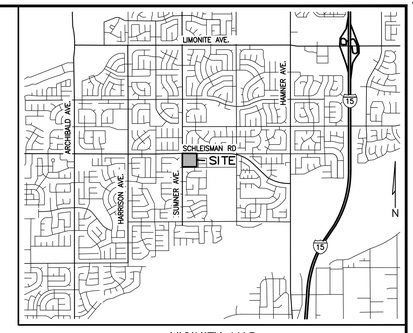
URBAN ARENA

TENTATIVE TRACT MAP NO. 38032

FOR CONDOMINIUM PURPOSES

IN THE CITY OF EASTVALE, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

JANUARY 2025



VICINITY MAP
NTS

LEGAL DESCRIPTION:

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

LOT 45 OF KINGSTON TRACT, AS SHOWN BY MAP ON FILE IN BOOK 12, PAGE 6 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA.

APN: 152-040-001

BASIS OF BEARINGS:

BEARINGS SHOWN HEREON ARE BASED ON THE CENTERLINE BEARING OF SUMNER AVENUE BEING NORTH 0°06'44" WEST AS SHOWN ON TRACT NO. 32125 FILED IN BOOK 412, PAGES 12 THROUGH 15, INCLUSIVE, OF MAPS, IN THE OFFICE OF THE RIVERSIDE COUNTY RECORDER.

BENCHMARK STATEMENT:

RIVERSIDE COUNTY BENCHMARK NO. ML-34-1
ELEV: 607.064
DESCRIBED AS: 3" ALUM DISK STAMPED "RIVERSIDE COUNTY BENCHMARK ML-34-1 RESET 2008" 84 FEET EASTERLY AND 22 FEET SOUTHEASTERLY C/L INTER. SUMNER AVE AND ORANGE STREET. TOP OF CURB 10 FEET EASTERLY OF THE SOUTHEASTERLY ECR.

FLOOD NOTE:

THE SUBJECT PROPERTY FALLS WITHIN "ZONE X – AREA OF MINIMAL FLOOD HAZARD" PER FEMA MAP NO. 06065C0679G, A PRINTED PANEL, EFFECTIVE AUGUST 28, 2008.

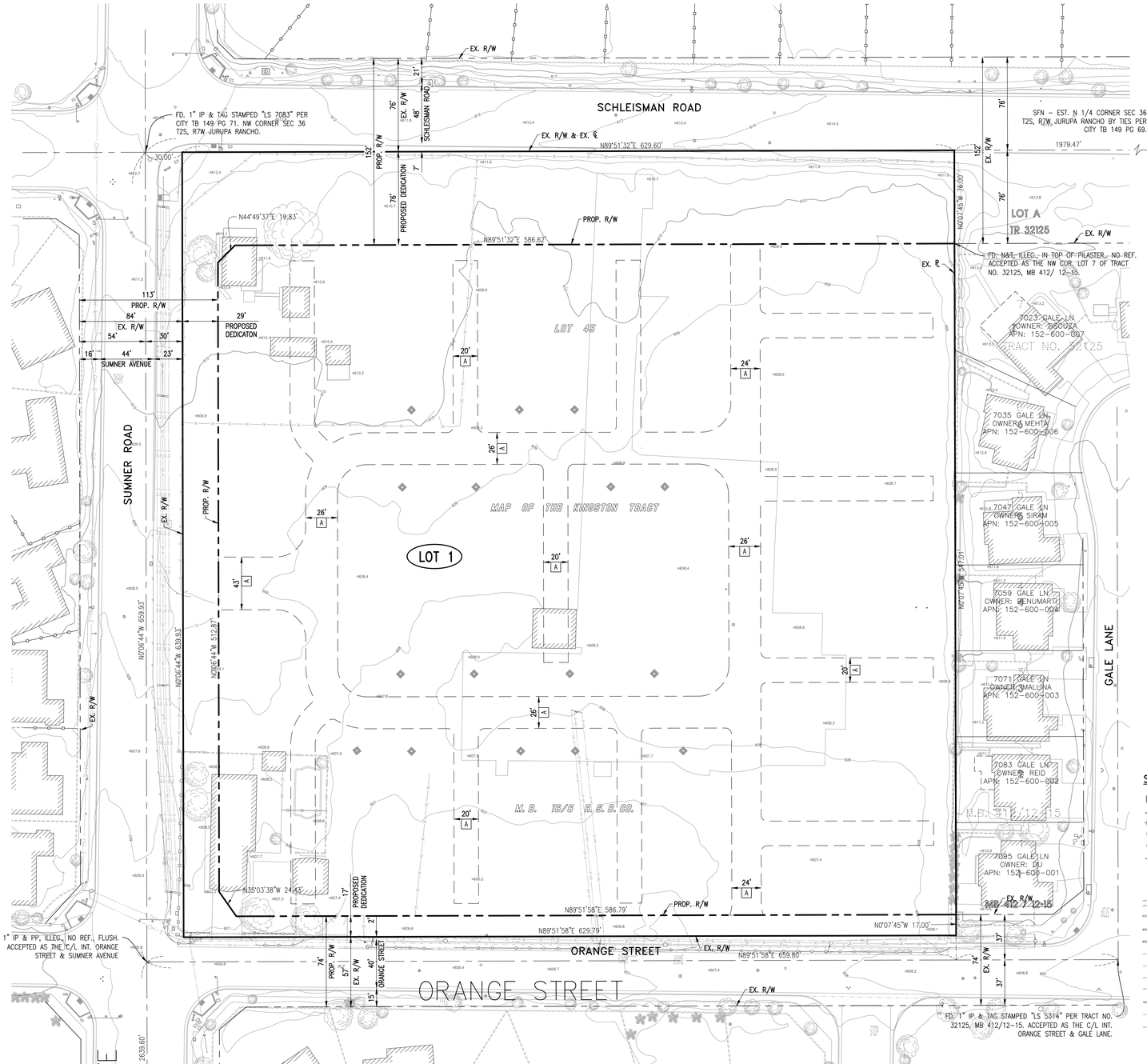
EXISTING EASEMENTS:

(4) DENOTES EXISTING ITEM

4 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED DECEMBER 8, 1919 IN BOOK 515 OF DEEDS, PAGE 37.
IN FAVOR OF: SOUTHERN SIERRAS POWER COMPANY
(EASEMENT LOCATION IS INDETERMINATE FROM RECORD)

PROPOSED EASEMENTS:

[A] INDICATES AN EASEMENT FOR INGRESS AND EGRESS FOR EMERGENCY AND PUBLIC SERVICE VEHICLE PURPOSES DEDICATED TO THE CITY OF EASTVALE



OWNER:

SC SUMNER, LLC
2201 DUPONT DRIVE, SUITE 300
IRVINE, CA 92612
T: (949) 833-1554

DEVELOPER:

STRATHAM COMPANY
2201 DUPONT DRIVE, SUITE 300
IRVINE, CA 92612
CONTACT: BRANDON ROTH
T: (949) 833-1554 x2235

ENGINEER:

C&V CONSULTING, INC.
9830 IRVINE CENTER DRIVE
IRVINE, CA 92618
CONTACT: DANE P. MCDOUGALL
T: (949) 916-3800

ARCHITECT:

URBAN ARENA
3195 RED HILL AVENUE, LOFT F
COSTA MESA, CA 92626
T: (714) 754-4500

SOILS ENGINEER:

LEIGHTON AND ASSOCIATES, INC.
10532 ACACIA STREET, SUITE B-6
RANCHO CUCAMONGA, CA 91730-5455
(909)484-2205
CONTACT: PHILIP A. BUCHIARELLI

PROJECT SUMMARY

LOT 1 PROPOSED LOT NUMBER

GROSS ACREAGE: 9.251 ACRES

NET ACREAGE: 7.538 ACRES (LOT 1)

TOTAL PROPOSED DWELLING UNITS: 159 RESIDENTIAL UNITS

UTILITY PROVIDERS:

WATER.....JURUPA COMMUNITY SERVICES DISTRICT
SEWER.....JURUPA COMMUNITY SERVICES DISTRICT
ELECTRIC.....SOUTHERN CALIFORNIA EDISON COMPANY
GAS.....SOUTHERN CALIFORNIA GAS COMPANY
TELEPHONE.....ATT
TELEVISION.....INDIVIDUAL RECEPTION/CABLE

SHEET INDEX:

SHEET NO.	
SHEET 1	TENTATIVE TRACT MAP
SHEET 2	SECTIONS
SHEET 3	PRELIMINARY GRADING PLAN
SHEET 4	PRELIMINARY UTILITY PLAN

SYMBOLS:

BO	BLOW-OFF VALVE
DI	DRAIN INLET
FH	FIRE HYDRANT
	LIGHT STANDARD
D	STORM DRAIN MANHOLE
S	SANITARY SEWER MANHOLE
	SIGN POST
GM	GAS METER
WM	WATER METER
V	UTILITY VALVE
	UTILITY/POWER POLE
	BLOCK/RETAINING SCREEN WALL
	BLOCK/RETAINING LOW WALL
	PLANTER/DECORATIVE WALL
OH-E	OVERHEAD WIRE
	EDGE OF ASPHALT PAVEMENT
	WOOD/WROUGHT IRON FENCE
X	CHAIN LINK FENCE
	DIRECTION OF FLOW
93	MINOR CONTOUR (1' INTERVAL)
100	MAJOR CONTOUR (5' INTERVAL)
×91.5	SPOT ELEVATION

ABBREVIATIONS:

AB	AGGREGATE BASE	NTS	NOT TO SCALE
AC	ASPHALTIC CONCRETE	OC	ON CENTER
BC	BEGIN CURVE	OD	OUTSIDE DIAMETER
BCR	BEGIN CURB RETURN	PROP.	PROPOSED
℄	CENTER LINE	℗	PROPERTY LINE
CB	CATCH BASIN	R	RADIUS
CSP	CORRUGATED STEEL PIPE	RCP	REINFORCED CONCRETE PIPE
DW	DOMESTIC WATER	RT	RIGHT
EA	EACH	RW	RECLAIMED WATER
EC	END CURVE	R/W	RIGHT OF WAY
ECR	END CURB RETURN	S	SOUTH
E'LY	EASTERLY	SD	STORM DRAIN
EX	EXISTING	SF	SQUARE FEET
FG	FINISHED GRADE	SIM	SIMILAR
FL	FLOW LINE	SS	SANITARY SEWER
FNC	TOP OF FENCE	STA	STATION
FS	FINISHED SURFACE	STD	STANDARD
FW	FIRE WATER	TC	TOP OF CURB
HP	HIGH POINT	TF	TOP OF FOOTING
ID	INSIDE DIAMETER	TG	TOP OF GRATE
INV	INVERT	TOP	TOP OF PIPE
JS	JUNCTION STRUCTURE	TRW	TOP OF RET. WALL
LT	LEFT	TYP	TYPICAL
MIN	MINIMUM	UWD	UNDER WALL DRAIN
MISC	MISCELLANEOUS	W	WEST
MH	MANHOLE	W/	WITH
N'LY	NORTHERLY	W'LY	WESTERLY
N	NORTH		

SCALE: 1" = 40'
0 20 40 80

SURVEYOR'S STATEMENT:

THE SURVEY ON WHICH THIS TENTATIVE MAP IS BASED WAS DONE BY ME, OR UNDER MY DIRECTION. FIELDWORK WAS COMPLETED ON MARCH 26, 2020.

DANE P. MCDOUGALL, L.S. 9297

PROFESSIONAL LAND SURVEYOR DANE P. MCDOUGALL L.S. 9297 STATE OF CALIFORNIA

ENGINEER'S STATEMENT:

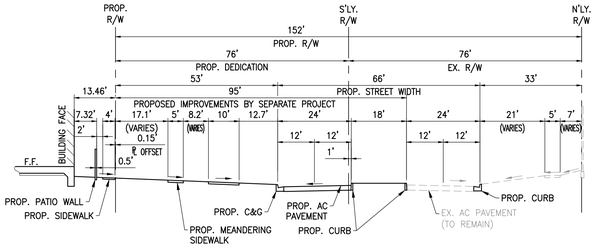
THIS TENTATIVE MAP WAS PREPARED BY ME, OR UNDER MY DIRECTION ON JANUARY 17, 2025.

RYAN J. BITTNER, R.C.E. 68167

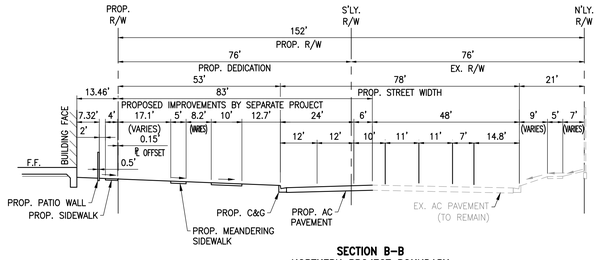
REGISTERED PROFESSIONAL ENGINEER RYAN J. BITTNER No. 68167 CIVIL STATE OF CALIFORNIA

PREPARED BY:	PREPARED FOR:		
C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING 9830 IRVINE CENTER DRIVE IRVINE, CALIFORNIA 92618 (949) 916-3800 INFO@CVC-INC.NET WWW.CVC-INC.NET	STRATHAM HOMES 2201 DUPONT DRIVE, SUITE 300 IRVINE, CALIFORNIA 92612	**CITY OF EASTVALE** PLANNING DEPARTMENT	PROJECT NO. STRA-008
		TENTATIVE TRACT MAP NO. 38032 TENTATIVE TRACT MAP 7080 SUMNER AVENUE EASTVALE, CA 92880	SHEET 1 OF 4

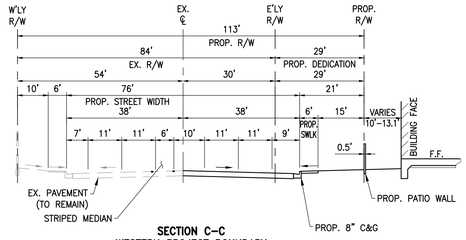
PLOT DATE: 1/17/25
PLOT BY: DANE MCDOUGALL
FILE NAME: P:\STRA-008\CAD\STRA-008-TT-TTM.DWG
DATE: 1/17/25



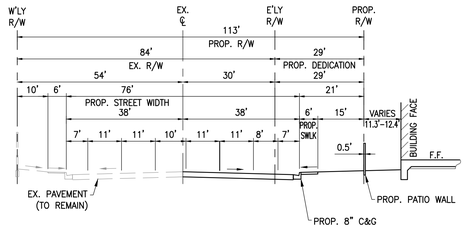
SECTION A–A
NORTHERN PROJECT BOUNDARY
NOT TO SCALE



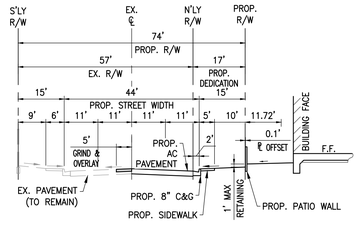
SECTION B–B
NORTHERN PROJECT BOUNDARY
NOT TO SCALE



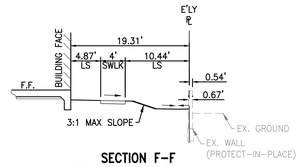
SECTION C–C
WESTERN PROJECT BOUNDARY
NOT TO SCALE



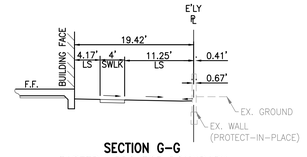
SECTION D–D
WESTERN PROJECT BOUNDARY
NOT TO SCALE



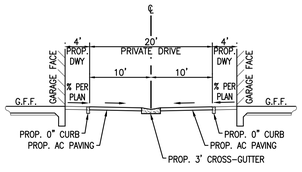
SECTION E–E
SOUTHERN PROJECT BOUNDARY
NOT TO SCALE



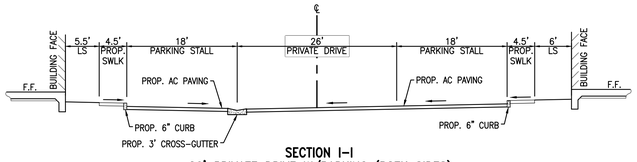
SECTION F–F
EASTERN PROJECT BOUNDARY
NOT TO SCALE



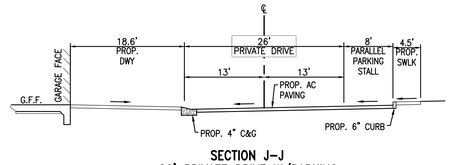
SECTION G–G
EASTERN PROJECT BOUNDARY
NOT TO SCALE



SECTION H–H
20' PRIVATE DRIVE
NOT TO SCALE



SECTION I–I
26' PRIVATE DRIVE W/PARKING (BOTH SIDES)
NOT TO SCALE



SECTION J–J
26' PRIVATE DRIVE W/PARKING
NOT TO SCALE

PREPARED BY:	PREPARED FOR:		
C&V CONSULTING, INC. CIVIL ENGINEERING LAND PLANNING & SURVEYING 9830 IRVINE CENTER DRIVE IRVINE, CALIFORNIA 92618 (949) 916-3800 INFO@CVC-INC.NET WWW.CVC-INC.NET	STRATHAM HOMES 2201 DUPONT DRIVE, SUITE 300 IRVINE, CALIFORNIA 92612	**CITY OF EASTVALE** PLANNING DEPARTMENT **TENTATIVE TRACT MAP NO. 38032** SECTIONS 7080 SUMNER AVENUE EASTVALE, CA 92880	PROJECT NO. STRA-008 SHEET 2 OF 4

DATE 12/2/21
BY SEI
PLOTTED: 12/2/2021 8:47:29 AM BY SEI
P:\STRA-008\ENGINEERING\TM\TM-01.DWG

SCHLEISMAN ROAD

ORANGE STREET

SUMNER AVENUE

LOT A
TR 32125

MB 412 / 12-15

EX. R/W

PROP. MEDIAN PER SEPARATE SCHLEISMAN ROAD ULTIMATE PLAN

PROP. IMPROVEMENTS PER SEPARATE SCHLEISMAN ROAD ULTIMATE PLAN

EX. TRAFFIC SIGNAL TO BE RELOCATED

EX. CURB TO BE REMOVED

EX. PP TO BE REMOVED

EX. BLOCK WALL PROTECT IN-PLACE (TYP.)

EX. LOT LINE (TYP.)

EX. CB

EX. GUTTER TO BE REMOVED

PROP. R/W

PROP. 8" C&G

PROP. 6" C&G

PROP. 4" C&G

PROP. 6" CURB

PROP. 0" CURB (TYP)

PROP. DRYWELL SYSTEM

PROP. 60" DETENTION PIPE

PROP. CB

OPEN LAWN AREA

POOL

DINING

ABBREVIATIONS:

BLDG	BUILDING
CB	CATCH BASIN
CF	CURB FACE
℄	CENTERLINE
C&G	CURB AND GUTTER
DW	DOMESTIC WATER
EOP	EDGE OF PAVEMENT
EX.	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOWLINE
FS	FINISHED SURFACE
FW	FIRE WATER
GB	GRADE BREAK
GF	GARAGE FINISHED FLOOR
HP	HIGH POINT
LP	LOW POINT
PL	PROPERTY LINE
PP	POWER POLE
PROP.	PROPOSED
R/W	RIGHT-OF-WAY
SD	STORM DRAIN
SS	SANITARY SEWER
TC	TOP OF CURB
TG	TOP OF GRATE
TSF	TUBULAR STEEL FENCE
TYP.	TYPICAL

PRELIMINARY EARTHWORK QUANTITIES:

RAW CUT	= 2,000 CY
SHRINKAGE (10%)	= 200 CY
NET CUT	= 1,800 CY
RAW FILL	= (26,300 CY)
NET IMPORT	= (24,500 CY)
REMOVAL DEPTH (5FT)	= (6,082 CY)
SUBSIDENCE (0.15FT)	= (1,825 CY)
NET REMOVAL/RECOMPACTION	= (7,907 CY)
BLDG FOUNDATIONS (150 CY) 25 EA	
NET SPOILS	= 3,750 CY
TOTAL NET IMPORT	= (28,657 CY)

SCALE: 1" = 30'
0 15 30 60

PREPARED BY:

C&V CONSULTING, INC.
CIVIL ENGINEERING
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PREPARED FOR:

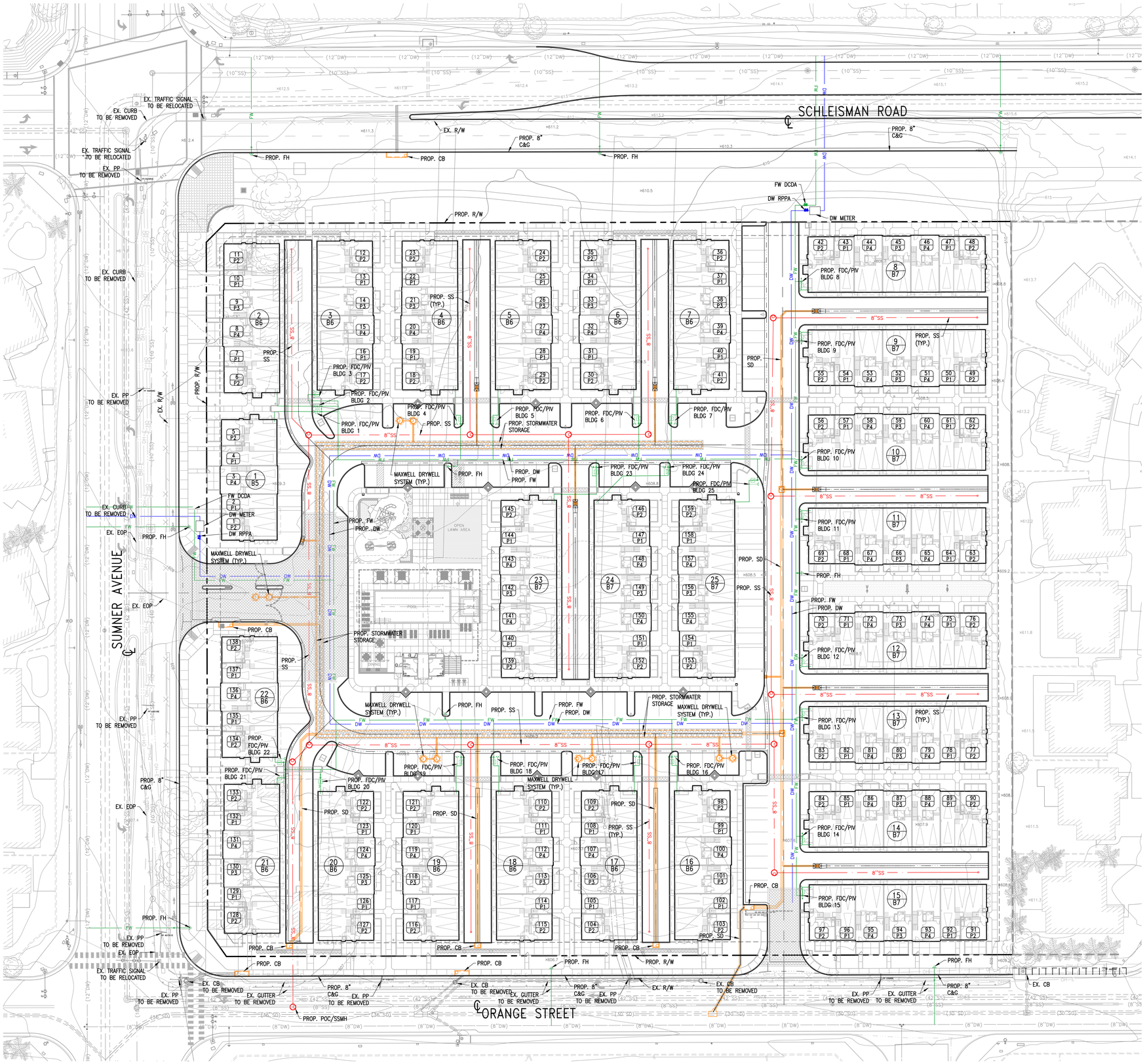
STRATHAM HOMES
2201 DUPONT DRIVE, SUITE 300
IRVINE, CALIFORNIA 92612

CITY OF EASTVALE
PLANNING DEPARTMENT

PROJECT NO. STRA-008

TENTATIVE TRACT MAP NO. 38032
PRELIMINARY GRADING PLAN
7080 SUMNER AVENUE
EASTVALE, CA 92880

SHEET 3 OF 4



LEGEND

- PROPOSED SEWER MH
- 8"SS — PROPOSED SEWER
- FW — PROPOSED FIRE WATER
- DW — PROPOSED DOMESTIC WATER
- PROPOSED STORMWATER STORAGE
- PROPOSED STORM DRAIN
- PROPOSED MAXWELL DRYWELL SYSTEM
- FIRE HYDRANT
- POST INDICATOR VALVE (PIV)
- FIRE DEPARTMENT CONNECTION (PIV)

SCALE: 1" = 30'

0 15 30 60

PREPARED BY:

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CITY OF EASTVALE
PLANNING DEPARTMENT

TENTATIVE TRACT MAP NO. 38032
PRELIMINARY UTILITY PLAN
7080 SUMNER AVENUE
EASTVALE, CA 92880

PROJECT NO. STRA-008

SHEET 4 OF 4

PLAN SET: PS029
DATE: 12/27/06

updated January 28, 2026

Mr. Brandon Roth
STRATHAM HOMES
2201 Dupont Drive, Suite 300
Irvine, CA 92612

SUBJECT: SUMNER PLACE PARKING MANAGEMENT PLAN (PMP), CITY OF EASTVALE

Dear Mr. Roth:

INTRODUCTION

RK Engineering Group, Inc. (RK) is pleased to provide a Parking Review and Parking Management Plan (PMP) for the proposed Sumner Place Residential project (TR38032).

This report aims to develop a parking management plan to address parking needs and efficiently manage parking spaces within the development. This parking analysis includes reviewing parking requirements from 38 comparable cities within the Inland Empire and published parking data from the Urban Land Institute. Implementing a parking management plan (PMP) will ensure fair parking access to meet the needs of residents and guests without creating overflow parking in adjacent communities. It is designed to manage parking on-site effectively. The features outlined in the PMP must be integrated into the Declaration of Covenants, Conditions, and Restrictions (CC&Rs).

The proposed project will utilize recommended parking rates that are more intense than the City of Eastvale rates. Parking rate data from 38 comparable cities were collected to create an 85th-percentile parking rate per unit type. The PMP will utilize various features for the residents and their guests/visitors.

PROJECT DESCRIPTION

The proposed Sumner Place Project (hereinafter referred to as "project") is in the City of Eastvale. The project site is bounded by Schleisman Road to the north, Orange Street to the south, and Sumner Avenue to the west.

Gated access to the project will be provided at Sumner Avenue, located on the project's west side, which will serve as the resident and guest "Main Gate." There will be a secondary gated access at Orange Street, situated on the project's south side, which will be available for residents and EVA only.

Sumner Place is a 159-unit townhome project on approximately 7.5 net acres. The development is designed to include a pool, spa, tot lot, open green space, enhanced landscaping, and a linear park with an exercise course.

The floor plans comprise 2-, 3-, and 4-bedroom units ranging from approximately 1,300 sf to over 2,100 sf. Each unit has an attached 2-car garage and a private patio or balcony.

The project consists of approximately 159 residential townhomes with 467 parking spaces (318 covered garage parking spaces, 24 resident driveway spaces, and 109 resident and 16 guest parking spaces). Residents and Guests share parking in the open-space parking area.

The total number of parking spaces provided on-site is identified in the table below:

Table 1 | Sumner Place
Parking Spaces Provided On-site

Residential Dwelling Units	Resident Garage Spaces	Resident Driveway	Resident & Guest Open Spaces	Guest Parking	Total Parking Count
159	**318**	**24**	109	16	**467**

All parking is provided on-site and will not rely on off-site parking.

Exhibit A shows the location map, and the site plan is provided in **Exhibit B.**

CITY OF EASTVALE PARKING REQUIREMENTS

The City of Eastvale Municipal Code §120.05.060—Off-Street Vehicle Parking identifies parking design standards and the number of required parking spaces for various land use types, including residential uses.

The Sumner Place project consists of the development of multi-family residential dwelling units.

Per §120.05.060 of the City of Eastvale Municipal Code, the following parking requirements have been identified for single-family and multi-family residential dwelling units, respectively:

- Two or More Bedroom Dwelling Units – 2.6 spaces per dwelling unit.

Table 2 | Sumner Place Parking Spaces Required
City of Eastvale Municipal Parking Code
(Sec. 120.05.060 – Off-Street Vehicle Parking)

Unit	Use	Parking Required	Parking Spaces Required
159	Residential Townhome 50 2-Bedroom Units 50 3-Bedroom Units 59 4-Bedroom Units	2.6 Spaces per Unit	414
	Total Parking Spaces Provided On-Site (2.94 Parking Spaces per Residential Unit)[1]		467
	Parking Spaces in Surplus Per Municipal Code		53
	Percent Surplus per Municipal Code		12.8%

[1] Consists of 318 Garage Spaces (2 per unit), 24 driveway spaces, 109 resident open spaces, and 16 guest open spaces.

The table above shows that the project requires 414 parking spaces, or 2.6 parking spaces per code. Since the project provides 467 parking spaces, it has a surplus of 53 parking spaces and is parked at **2.94 parking spaces per unit.**

The project exceeds the parking requirements set by the municipal code. The parking code does not specify a guest parking ratio for two- or more-bedroom dwelling units because it assumes that off-street parking is provided. However, the project includes an additional 20% per unit, or approximately 1 space per 5 units, for guest parking. The guest parking ratio exceeds the published parking ratios identified in the ULI Shared Parking Manual, Third Edition.

OTHER LOCAL AGENCY RESIDENTIAL PARKING REQUIREMENTS

The parking requirement for development is typically estimated using the respective city's rates outlined in their municipal code or other documented sources.

This study utilized parking rates to determine an adequate parking rate from 38 comparable cities in the Inland Empire.

The municipal code for each city was reviewed to determine parking rates based on the residential dwelling unit type (i.e., multi-family and single-family). From this, the 85th percentile parking requirements were utilized by all cities surveyed. The 85th percentile parking ratio is identified by the ITE (Institute of Transportation Engineers) Parking Generation Manual publication as an acceptable and standard methodology when combining parking ratios from multiple sources and representing a conservative calculation.

The Table below identifies the Study Cities:

County of Riverside	County of San Bernardino
Banning	Adelanto
Beaumont	Apple Valley
Calimesa	Barstow
Canyon Lake	Big Bear Lake
Corona	Chino
Hemet	Chino Hills
Jurupa Valley	Colton
Lake Elsinore	Fontana
Menifee	Grand Terrace
Moreno Valley	Hesperia
Murrieta	Highland
Norco	Loma Linda
Perris	Montclair
Riverside	Ontario
San Jacinto	Rancho Cucamonga
Temecula	Redlands
Wildomar	Rialto
	San Bernardino
	Upland
	Victorville
	Yucaipa

[1] Thirty-eight (38) cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC). Source: https://mmasc.org/163/Inland-Empire-Region

Table 3 on the following page summarizes Eastvale's parking rate, the 85th percentile, and the recommended parking rate. The recommended parking rate was calculated using the 85th percentile parking rate. The calculations yielding the 85th percentile parking rate per dwelling unit type are presented in **Appendix A**.

Urban Land Institute (ULI) Shared Parking Manual, Third Edition

Table 3 compares the project's resident and guest parking ratios with the City of Eastvale Municipal Parking Code and the ULI Shared Parking Manual, Third Edition. The table below indicates that the project's base parking ratio exceeds both the municipal parking code requirements and the rates outlined in the ULI Shared Parking Manual.

Table 3 | Resident and Guest Parking Ratio Requirement Comparison

		City of Eastvale			85th Percentile Parking Rate1	Urban Land Institute Third Edition Shared Parking Manual			Sumner Place Project Parking Ratio		
Units	**Unit Type**	**Resident**	**Guest**	**Total**		**Resident**	**Guest**	**Total**	**Resident**	**Guest**	**Total**
50	**2-Bedroom**	2.50	n/a	**2.50**	**2.36**	1.65	0.15	**1.80**	2.22	0.20	**2.42**
50	**3-Bedroom**	2.50	n/a	**2.50**	**2.90**	2.50	0.15	**2.65**	3.02	0.20	**3.22**
59	**4-Bedroom**	2.50	n/a	**2.50**	**3.29**	2.50	0.15	**2.65**	3.02	0.20	**3.22**
159	**Project Base Parking Ratio**	**2.50**	**n/a**	**2.50**	**2.87**	**2.23**	**0.15**	**2.38**	**2.77**	**0.17**	**2.94**
	Spaces Required	**398**		**398**	**457**	**355**	**24**	**379**	**440**	**27**	**467**

[1] Sourced from 38 comparable cities in San Bernardino and Riverside counties. See Appendix A for details.

As identified in Table 3 above, the project provides **69 more** parking spaces than the municipal parking code requires, **10 more** parking spaces compared to the 85th percentile parking rate for 38 cities, and **88 more** parking spaces than recommended by the ULI Shared Parking Manual, Third Edition. As a result, ample resident and guest parking is provided on-site.

The parking ratio comparisons indicate that the project provides sufficient parking spaces. As a result, ample on-site parking is available for all residents and guests. However, a parking management plan has been developed to effectively manage on-site parking for residents and guests, ensuring parking remains on-site.

A parking management plan is essential even with a surplus of parking. It ensures optimal utilization of parking spaces, improves traffic flow, enhances user experience, and increases security. Additionally, it eliminates the community impact of overflow parking onto adjacent properties.

Appendix A includes the City of Eastvale Municipal Code §120.05.060—Off-Street Vehicle Parking Code, Parking Ratio Summary of 38 Cities, and the published parking ratios in the ULI Shared Parking Manual, Third Edition.

PARKING MANAGEMENT PLAN

The following Parking Management Plan (PMP) will be incorporated into the rules and regulations portion of the homeowner's association's adopted Declaration of Covenants, Conditions, and Restrictions (CC&Rs). The PMP aims to outline the best practices (objectives, policies, and enforcement) to optimize on-site parking. Each dwelling unit will be equipped with a 2-car garage, which residents must use.

As part of the PMP, the project will use **Flock Safety** technologies to achieve higher control, security, and efficiency in managing on-site parking. In summary, the system integrates cameras that provide real-time monitoring and alerts. The visitor management system enables residents to pre-register guests, ensuring seamless access and designated parking for visitors. Data analytics and integration with community management systems help improve parking space allocation and enforce compliance with the PMP. The Flock system will be located at both gated project access points along Sumner Avenue and Orange Street.

See **Appendix D** for details about Flock Safety.

Table 4 provides a breakdown of the parking allocation.

Table 4 | Parking Space Allocation

Units	Unit Type	Garage Spaces (2 Per Unit)	Driveway	Resident Open	Total Reserved Resident	Guest Open	Total Resident & Guest Parking	Parking Ratio (Spaces / Units)
50	2-Bedroom	100	6	5	**111**	27	**467**	**2.94**
50	3-Bedroom	100	8	43	**151**			
59	4-Bedroom	118	10	50	**178**			
159		**318**	**24**	**98**	**440**	**27**		

As noted in Table 4, 11 2-bedroom and all 3- and 4-bedroom unit residents can have a third vehicle parked on the driveway or in the open parking area.

DEFINITIONS

The following definitions of terms are provided for this Parking Management Plan.

1. Association: Association means Association, which is the homeowners association formed under California *Civil Code* section 4080 to operate and manage the residential elements of the community, its successors, and assigns.

2. Authorized Vehicle: The following vehicles are Authorized Vehicles: standard passenger vehicles including, without limitation, automobiles, passenger vans designed to accommodate ten (10) or fewer people, motorcycles, and pickup trucks having a manufacturer's rating or payload capacity of one (1) ton or less.

3. Prohibited Vehicle: The following vehicles are "Prohibited Vehicles": (i) recreational vehicles (e.g., motorhomes, travel trailers, camper vans, boats, etc.), (ii) commercial-type vehicles (e.g., stake bed trucks, tank trucks, dump trucks, step vans, concrete trucks, limousines, etc.), (iii) buses or vans designed to accommodate more than ten (10) people, (iv) vehicles having more than two (2) axles, (v) trailers, inoperable vehicles or parts of vehicles, (vi) aircraft, other similar vehicles or any vehicle or vehicular equipment deemed a nuisance by the Board, (vii) any vehicles or vehicular equipment deemed a nuisance by the Board, and (viii) any other vehicles not classified as an Authorized Vehicle.

4. Parking Permit: An Association issued a vehicle-specific permit to a Resident which, when properly applied to and displayed, authorizes a vehicle to park in the areas designed for parking by permit only.

5. Parking Pass: An Association-issued, and vehicle-specific, temporary parking permission for Guests, which, when properly applied to and displayed, authorizes a vehicle to temporarily park in the areas designed for guest parking.

6. Resident: Any owner, tenant, or resident of the Association

7. Guest: An authorized person visiting the property who does not reside in the community.

8. Safelist: A system that temporarily exempts specific vehicles from selected parking restrictions. This process involves recording detailed information about the vehicle, such as its license plate number, make, model, and any other pertinent details. Once a vehicle is added to the Safelist, it is exempt from enforcement measures related to the designated parking restrictions for a predetermined period. The management and administration of the Safelist will be handled using Flock Safety Technologies.

DESIGNATED PARKING SPACES (EXHIBIT C)

Parking spaces are allocated as resident parking spaces and guest parking spaces. Resident parking spaces occur within the resident's garage, driveways, and common uncovered parking areas. Guest parking spaces are provided within common uncovered parking areas. The types of parking spaces are further described below.

RESIDENT PARKING AREAS

Each dwelling unit includes an enclosed two-car garage designated for resident parking. The association will adopt and administer a parking inspection program to ensure these garages remain free of obstructions and available for resident use. All residents are required to park their vehicles within their garages.

The project also provides twenty-four driveways. Residents with driveways can have a third vehicle, which must be parked on the driveway.

Additionally, residents of 11 2-bedroom units and all 3-bedroom and 4-bedroom units without a driveway are allowed to have a third vehicle, which can be parked in the common uncovered parking area.

All residents must register their vehicle(s) and obtain a parking pass.

GUEST PARKING AREAS

Guest parking areas are provided within uncovered surface parking areas throughout the community. The project provides 32 guest parking spaces at all times.

RESIDENT PARKING RESTRICTIONS

Residents shall register their Authorized Vehicles with the Association's management company. Residents will be provided with a resident parking permit to be displayed according to the association's rules and regulations (e.g., it shall be affixed to the window or displayed from the vehicle's rear-view mirror). The validity of a Parking Permit issued by the Association shall depend on adherence to the Association's rules and regulations. The issuance of parking permits shall be specific to vehicle and property address. Parking Permits shall be renewed annually or less frequently as may be outlined in the Association's rules and regulations. Flock Safety's technology will monitor and enforce compliance, ensuring only vehicles with valid permits access the community.

Residents shall park in their enclosed garage spaces, driveways, and the common open parking area if permitted. Residents with two (2) vehicles shall not be permitted to park in guest parking spaces. Any Resident parking in a guest parking space at any time is subject to citation and/or towing.

GUEST PARKING RESTRICTIONS

Parking in guest parking areas is not permitted without the Authorized Vehicle being registered on the Safelist and the vehicle displaying a valid parking pass. To register an Authorized Vehicle on the Safelist, a Resident must contact the Association's management company and provide the vehicle make, model, color, and license plate number of the guest vehicle. The management company will provide the resident with a temporary parking pass to display on the guest vehicle's dashboard. Residents shall be permitted to safelist an Authorized Vehicle a maximum of ten (10) times (days) per calendar month. Special exceptions will be made for Residents during the "moving in" period. During this period, a Resident vehicle may be placed on the safelist for up to 60 days from the close of the escrow date or execution of the lease agreement date to create space in the garage for Resident parking. Flock Safety's technology will monitor and enforce compliance, ensuring only vehicles with valid permits access the community.

An Authorized Guest Vehicle may park overnight in a guest parking space according to the terms of the temporary parking pass.

ENFORCEMENT

Patrols hired by the Association will occur overnight in marked patrol vehicles on random days and times. The officers will verify permits, check for violations, issue citations, or call for the vehicle's towing.

The community will integrate the Flock Safety system to identify parking violations such as unauthorized parking or overstaying, sending real-time alerts to security personnel for immediate

action. Additionally, the system generates reports on parking usage and compliance, aiding in enforcing community parking rules and policies.

1. If any vehicle is found to violate any provisions of these guidelines or the Association's rules and regulations, such vehicle will be cited and immediately towed without any further warning. No exceptions or grace periods will apply to "Immediate Tow Offenses."

2. If any vehicle is found to violate any provision of these guidelines other than those provisions specifically identified as an "Immediate Tow Offense", such vehicles will be subject to the following enforcement measures:

    - A written citation will be issued to the offending vehicle disclosing the nature of the violation and that such vehicle is subject to towing at the vehicle owner's expense immediately upon discovery of the vehicle in subsequent violation of the same provision within the period as specified in the Association's rules and regulations (e.g., more than once within the same calendar year).

    - No less than 72 hours shall pass before the vehicle is subsequently observed for compliance with the violated initial provision.

    - If the vehicle is again found to violate the same provision or the guidelines within the period specified in the Association's rules and regulations, a second citation will be issued. At that time, the vehicle may be towed immediately at the owner's expense without additional warning.

Additional Parking Management Features

As described below, the Parking Management Plan and additional parking management features will help further reduce parking demand on the project site.

A. Public Transit Available

To reduce the demand for parking, Sumner Place proposes recommendations for alternative modes of transportation, such as public transit, bike lanes, and pedestrian routes.

Based on the "Falling Transit Ridership: California and Southern California" report prepared for the Southern California Association of Government, dated January 2018, public transit accounted for approximately 5% of trips in the SCAG area in 2012. The availability of alternative modes of transportation would allow users to access the project without needing a passenger car and individual parking space.

The report prepared for SCAG can be seen in Appendix B.

Riverside Transportation Authority (RTA) Bus Lines 3 has six (6) bus stops within one-quarter (1/4) mile of the project site (the nearest is located at the intersection of Sumner Avenue at Schleisman Road adjacent to the project.)

Every RTA bus is equipped with at least two bike racks, which are free to use and accepted on a first-come, first-served basis. More information and specific bus schedules can be found at https://www.riversidetransit.com/index.php/riding-the-bus/maps-schedules.

Exhibit D identifies the bus stops located near the project site.

B. Available Bike Racks

According to a 2021 study by The League of American Bicyclists, approximately 0.71% of commuters bike in the County of Riverside. The project shall provide bicycle racks, which will encourage the use of alternative modes of transportation and reduce parking demand.

The study by The League of American Bicyclists can be seen in **Appendix C.**

C. Resident Safelist

As described in the Parking Management Plan above, residents cannot park in guest spaces.

D. Community Outreach/Online Portal

The project's Homeowners Association (HOA) shall provide an online portal with information on local transit and multi-modal transit facilities/infrastructure, as well as current maps, routes, and schedules for public transit.

E. Two-Car Garage Features

Each residential dwelling is equipped with a 2-car garage. It is common for residents to use their garages for extra storage space. The garages have been designed to accommodate overhead storage racks and wall-mounted bicycle racks, allowing residents to maximize their garage space at their discretion.

F. Guest Safelist Program

The guest safelist program is described in the Parking Management Plan above.

CONCLUSIONS

This plan implements enforceable restrictions on guest and resident parking, ensuring that adequate parking spaces are always available. It includes guidelines and strategies to manage parking effectively, eliminate overflow parking, and enhance convenience for residents and guests.

According to the City of Eastvale's Municipal Parking Code, comparing the parking ratios of 38 cities with the published parking ratios in the ULI Shared Parking Manual, Third Edition, the project provides a surplus of on-site parking spaces. However, a parking management plan has been developed to effectively manage parking for all users and eliminate overflow parking in adjacent communities.

The HOA is responsible for clearly informing potential new residents about the parking rules and regulations by incorporating PMP features into the community's CC&Rs.

Additionally, the HOA will manage, update, and enforce all PMP features through ongoing performance evaluations and program revisions. Enforcement will be achieved by regularly monitoring parking adequacy and issuing citations to violators. The Flock Safety system at each gated entry will assist the HOA by providing real-time monitoring and data analytics, enabling accurate tracking of parking compliance and efficient identification of violations. All residents must be informed of any changes to the rules and regulations.

RK Engineering Group, Inc., appreciates this opportunity to assist Stratham Homes with this project. If you have any questions about this study, please do not hesitate to contact us at (949) 474-0809.

Sincerely,
RK ENGINEERING GROUP, INC.



Rogier Goedecke
President

Exhibits

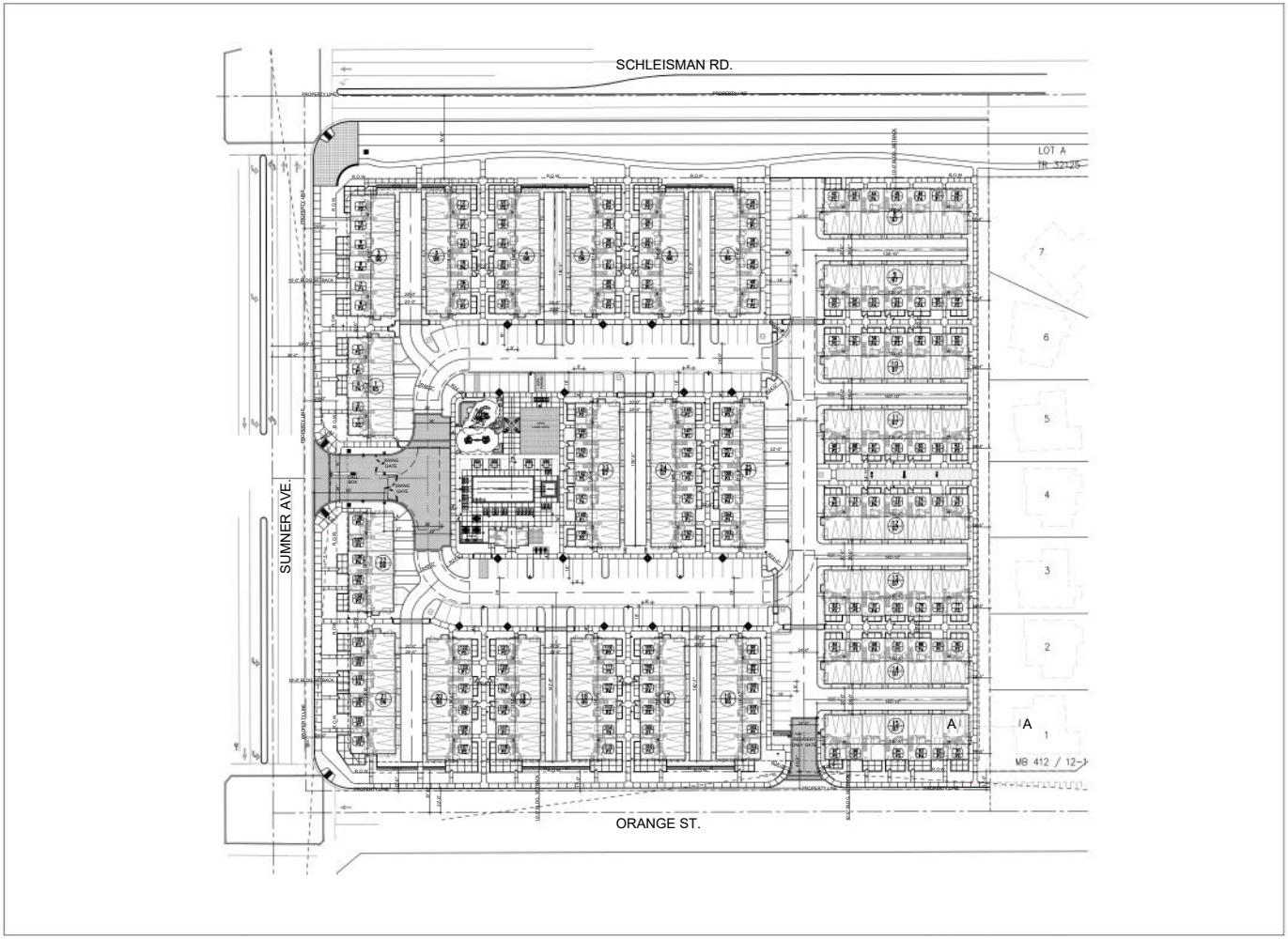


Legend

= Sumner Place Site Location

Exhibit A

Location Map



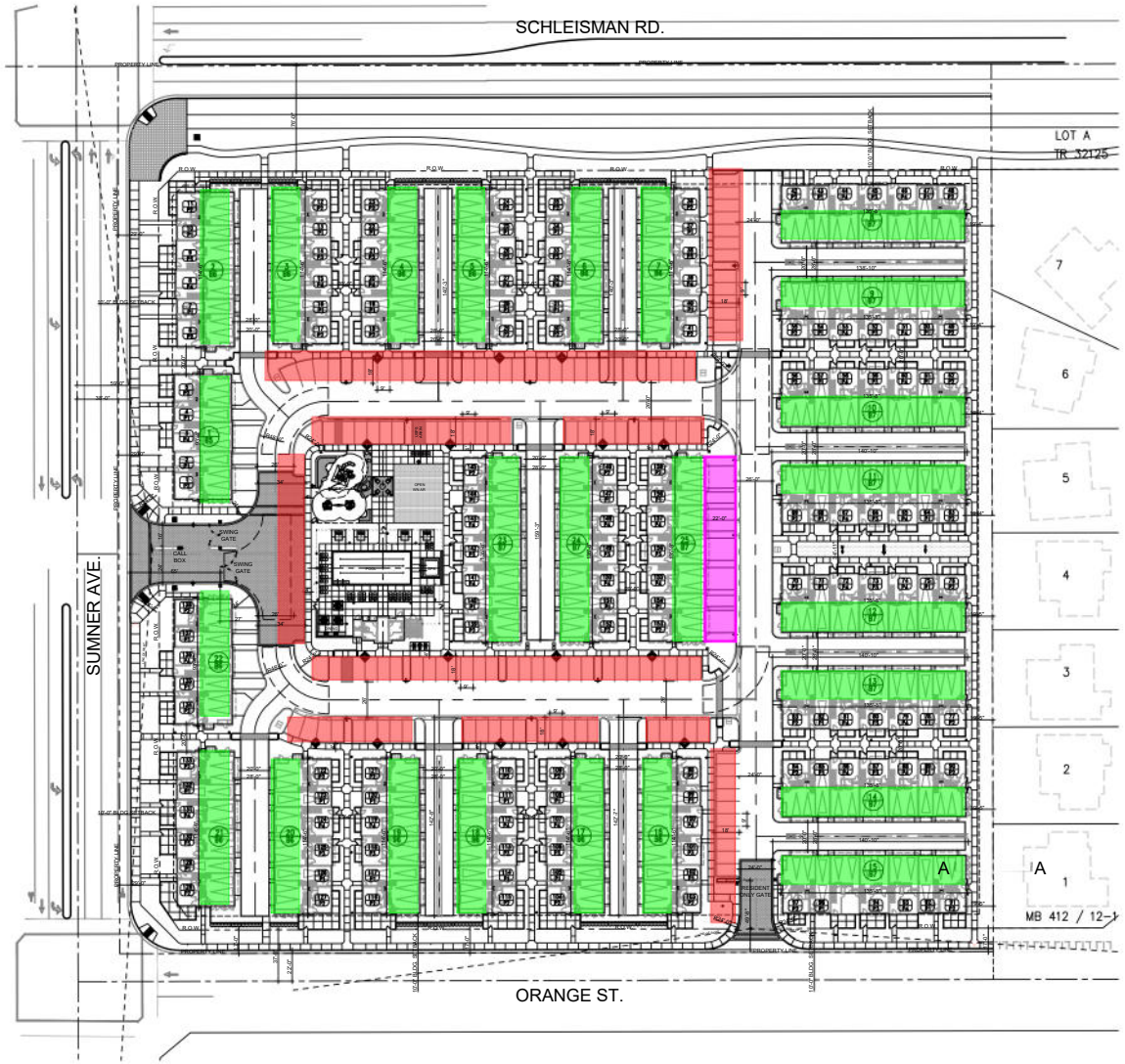
Unit	Use	Parking Required	Parking Spaces Required
159	Residential Townhome 50 2-Bedroom Units 50 3-Bedroom Units 59 4-Bedroom Units	2.5 Spaces per Unit	**398**
		Total Parking Spaces Provided On-Site (2.94 Parking Spaces per Residential Unit)	**467**
		Parking Spaces in Surplus Per Municipal Code	**69**
		Percent Surplus per Municipal Code	**17%**

N

Note: Site consists of 318 Garage Spaces (2/unit) and 24 driveway, 98 residential, and 27 guest

Exhibit B

Site Plan



Parking Summary:

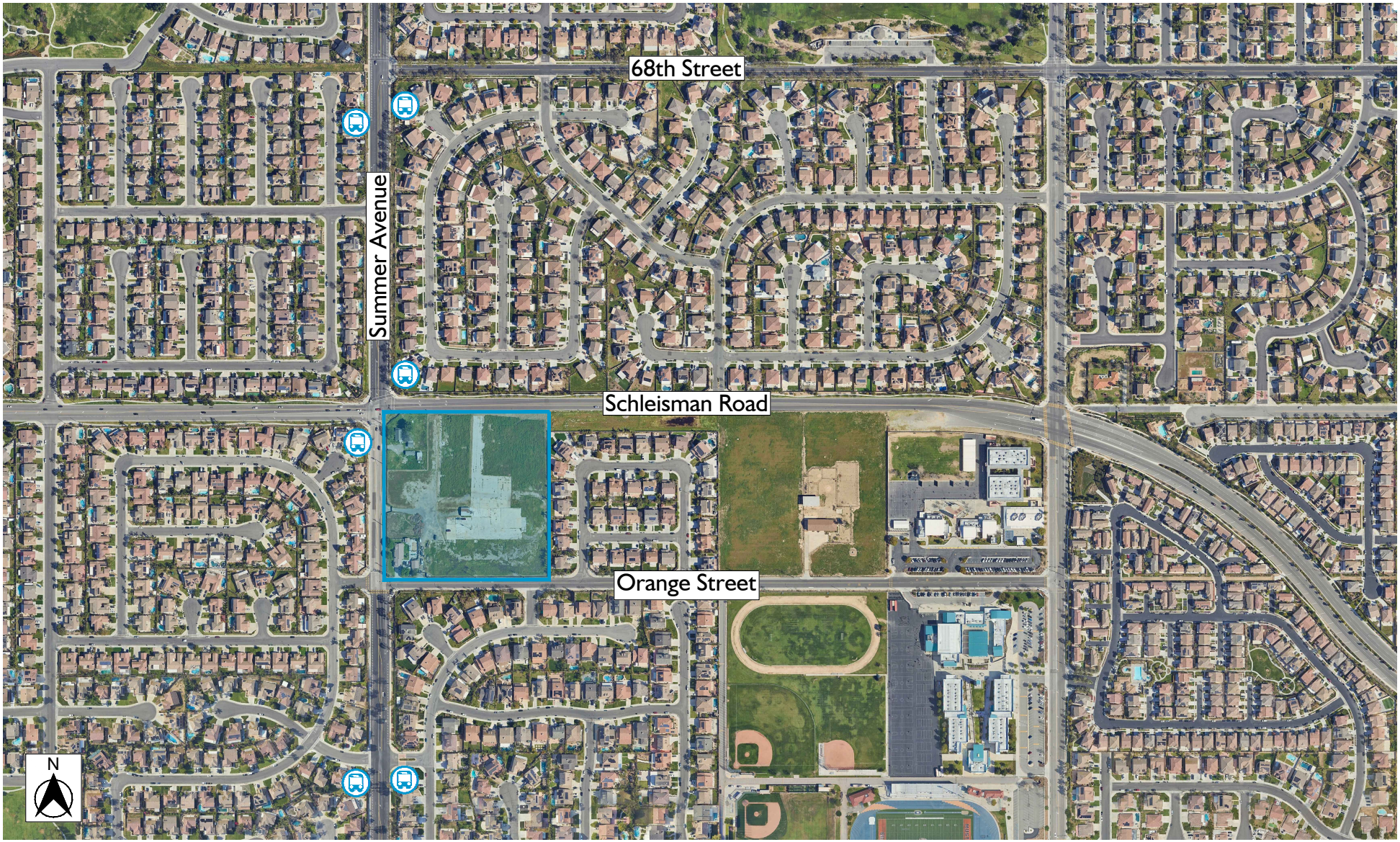
- = Open Resident/Guest Parking Spaces (125 Spaces)
- = Garage Parking Spaces (318 Spaces)
- = Driveway Parking Spaces (24 Spaces)

Total Resident & Guest Parking Spaces: 467
Spaces Parking Ratio (Spaces/Units): 2.94

N

Exhibit C

Designated Parking Areas



Legend

= Sumner Place Site Location

= Bus Line 3 Bus Stops

Exhibit D

Riverside Transportation Authority (RTA) Bus Line 3 Bus Stop Locations

Appendices

Appendix A
City of Eastvale Municipal ParkingCode §120.05.060
Parking Ratio Summary of 38 Cities
ULI Shared Parking Manual, Third Edtion

Sec. 120.05.060. - Off-street vehicle parking.

The purpose of this section is to provide sufficient off-street parking and loading spaces for all land uses in the city and to ensure the provision and maintenance of safe, adequate and well-designed off-street parking facilities. It is the intent of this section that the number of required parking and loading spaces will meet the needs created by the particular uses. The standards for parking facilities are also intended to reduce street congestion and traffic hazards and promote vehicular and pedestrian safety and efficient land use. Off-street vehicle parking shall be provided in accordance with this section when the associated building or structure is constructed or the use is established. Additional off-street parking shall be provided in accordance with this section when an existing building is altered or dwelling units, apartments or guestrooms are added, or a use is intensified by the addition of floor space or seating capacity, or there is a change of use.

(1) *Parking design standards.*

a. *Approval of off-street parking plan.* Zoning clearance, pursuant to the provisions of section 120.02.010, development review, shall be filed for approval of all off-street parking facilities, except for one- and two-family residences, unless the off-street parking facilities are approved as a part of development review or conditional use permit approval.

b. *Number of required parking spaces.*

1. In the case of mixed land uses, the total number of parking spaces shall be the sum of the requirements for the various uses computed separately, unless shared parking is approved as provided in this title;
2. The table set forth in subsection (1)c of this section is designed to allow calculation of parking spaces required for the uses shown.

c. *Location and design of parking spaces.*

1. A driveway for stacking leading to a drive-up window shall be designed so as not to interfere with the free or orderly circulation of the parking area;
2. Unless otherwise specified, all parking must be within 300 feet of the use served, on the same parcel as the use, or on an adjoining appropriately zoned parcel;
3. All vehicle storage (stacking) spaces shall be located off of the street.

Use Type	Per Square Foot or Unit	Per Employee or Student	Other Criteria
General commercial/retail uses			
Auditoriums, exhibition halls, theaters, movie theaters and similar places with fixed seats	1 space per 3 seats		
Auditoriums, exhibition halls, theaters, movie theaters, and similar places without fixed seats	1 space per 30 sq. ft. of net assembly area		
Automobile repair and service shops	1 space per 150 sq. ft. gross floor area		
Automobile service stations	4 spaces		4 spaces per service bay
Automobile washing and cleaning establishments, except self-serve		1 space per 3 employees of largest shift	2 spaces per stall
Automobile washing and cleaning establishments, self-serve			2 spaces per stall
Banks, savings and loans and other financial institutions*	1 space per 250 sq. ft. gross floor area		Vehicle stacking for 6 vehicles prior to the drive-up window
Barbershops and beauty shops and similar uses	1 space per 150 sq. ft. gross floor area		
Clubs, discos, ballrooms, cabarets, cocktail lounges, dance halls, lodges and incidental dancing areas, and similar facilities where dancing is the principal use	1 space per 30 sq. ft. of dance floor area		
General retail including but not limited to freestanding convenience markets, liquor stores and supermarkets	1 space per 200 sq. ft. of gross floor area		

General retail including but not limited to neighborhood, community and regional shopping centers, including those with restaurants	5½ spaces per 1,000 sq ft. of net leasable floor area		
Furniture, drapery, plumbing, floor covering and appliance stores	1 space per 750 sq. ft. of sale or display area		
Laundries, self-serve	1 space per 250 sq. ft. of gross floor area		
Mini-warehouses, self-storage		2 spaces per 3 employees	
Professional business office	1 space per 200 sq. ft. of net leasable floor area		
Restaurants, drive-throughs, walk-ups, cafes, lounges, bars and other establishments for the sale and consumption on the premises of food and beverages	1 space per 45 sq. ft. of serving area	1 space per 2 employees	Stacking for 6 vehicles prior to the menu board
Uncovered sales area, including areas for new or used automobiles, boat or trailer sales, lumber or building materials yards, plant nurseries or similar uses	1 space per 1,000 sq. ft. of uncovered sales area to a maximum of 20 spaces	1 space per employee	
Video arcades	1 space per 250 sq. ft. of gross floor area		
Recreational uses			
Billiard and pool rooms			1 space per 250 sq. ft. of gross floor area
Bowling alleys			4 spaces per lane
Driving ranges			1 space per tee
Game courts, tennis courts, racquetball clubs			1 space per court
Golf courses			6 spaces per hole
Golf course, miniature			3 spaces per hole
Gymnasiums, spas and health studios	1 space per 200 sq. ft. of gross floor area		
Parks and recreational uses	1 space per 8,000 sq. ft. of active recreational area within a park		1 space per acre of passive recreational area within a park
Skating rinks, ice and roller	1 space per 20 sq. ft. of seating area, and 1 space per 250 sq. ft. of skating area		
Stadiums and sports arenas	1 space per 30 sq. ft. of net assembly area		
Swimming pools, commercial	1 space per 250 sq. ft. of pool area		
Industrial uses			
Industrial uses	If number of workers cannot be determined: 1 space per 250 sq. ft. of office area, plus 1 space per 500 sq. ft. of fabrication area, plus 1 space per 1,000 sq. ft. of storage area, and 1 space per 500 sq. ft. of floor plan which is uncommitted to any type of use	If number of workers can be determined: 1 space per 2 employees of largest shift, and 1 space per vehicle kept in connection with the use	
Manufacturing or repair plants maintaining more than one shift of workers		2 spaces per 3 employees on each of the two largest shifts	1 space per company operated vehicle

Salvage yards and junkyards, including but not limited to automobile dismantling, auto-wrecking yards, storage yards, scrap metal processing and similar uses	1 space per 5,000 sq. ft. of lot area		
Warehouses and wholesaling	1 space per 2,000 sq. ft. of gross floor area		
Residential uses			
Single-family	2 spaces per dwelling unit		
Multiple-family:			
Single-bedroom or studio dwelling unit	1.25 spaces per unit		
	Two bedrooms per dwelling unit	2.25 spaces per unit	1 space per employee
Three or more bedrooms per dwelling unit	2.75 spaces per unit		
Planned residential development (see section 120.04.050):			
Single-bedroom dwelling unit	1.5 spaces per unit		
Two or more bedroom dwelling unit	2.5 spaces per unit		
Senior citizen (parking spaces shall be located no more than 150 feet from the unit they serve)	Refer to single-family and multiple-family residential requirements stated under residential uses		
Mobilehome parks	2 spaces per travel trailer or mobilehome space, spaces may be tandem		1 guest space per 8 mobilehome spaces
Lodging uses (all parking must be within 150 feet of the use served)			
Boardinghouses, lodginghouses or roominghouses, dormitories, fraternity and sorority houses			1 space per 2 beds
Hotels and motels			1 space per room, and 2 spaces per resident manager
Recreational vehicle parks	1 space per recreation vehicle site		1 visitor space per 5 recreational vehicle sites
Medical uses			
Sanitariums, convalescent homes, children's homes, asylums, and nursing homes or similar institutions		1 space per 3 employees	1 space per 3 beds, and 1 space per vehicle owned and operated by the institution
Hospitals and clinics (a hospital may have a parking area more than 150 feet from the building to be served as long as an automatic parking gate or similar method of vehicular control is installed)		1 space per staff member of largest shift	1 space per 2 patient's beds, and 1 space per vehicle owned and operated by hospital or clinic
Medical and dental offices, clinics, and medical business offices	1 space per 200 sq. ft. of net leasable floor area		
Veterinary hospitals and clinics	1 space per 300 sq. ft. of gross floor area		
Civic/religious institutions			
Auditoriums with fixed seats	1 space per 3 seats		
Auditoriums without fixed seats	1 space per 30 sq. ft. of net assembly area in the assembly hall		

Cemeteries and crematories, mausoleums, columbariums and funeral establishments when incidental to a cemetery	1 space per 30 sq. ft of net assembly room area	1 space per employee	1 space per vehicle operated on the grounds by the proprietary institution
Churches, chapels and other places of worship	1 space per 35 sq. ft. of net assembly area used simultaneously for assembly purposes		When a school bus is kept, there can be a reduction of 2 spaces for bus
Libraries, museums, art galleries or similar uses	1 space per 300 sq. ft. of gross floor area	1 space per 2 employees	
Mortuary and funeral homes	1 space per 35 sq. ft. of net assembly area	1 space per employee	
Public utilities/telecommunications			
Public utility facilities, including but not limited to electric, gas, telephone, and telecommunication facilities not having business offices on the premises; includes cell towers and well sites.		1 space per 2 employees	1 space per vehicle kept in connection with the use

Educational Institutions*	Per Square Foot or Unit	Per Employee or Student	Other Criteria	For Vehicle Stacking
Day care centers, including nurseries and preschools	1 space per 500 sq. ft. of gross floor area		When a school bus is kept, there can be a reduction of 2 spaces for bus	
Private elementary and intermediate	Whichever is greater: 1 space per classroom, or 1 space per 3 seats in the auditorium or multipurpose room	1 space per employee	When a school bus is kept, there can be a reduction of 2 spaces for bus	Loading/unloading space for at least 2 school buses
Private high schools	Whichever is greater: 1 space per classroom, or 1 space per 3 seats in the auditorium or multipurpose room	1 space per employee, and 1 space per 8 students	When a school bus is kept, there can be a reduction of 2 spaces for bus	Loading/unloading space for at least 2 school buses
Private colleges and universities	1 space per 30 sq. ft. of net assembly area of main auditorium or stadium	1 space per employee, plus 1 space per faculty member, and 1 space per 2 students		
Trade schools, business colleges and commercial schools	1 space per 30 sq. ft. of net assembly area of main auditorium or stadium	1 space per employee, plus 1 space per faculty member, and 1 space per 2 students		

*The city does not regulate public schools.

d. *Parking requirements for uses not specified.* When parking requirements for a use are not specifically stated, the parking requirement for such use shall be determined by the community development director, based on the requirement for the most comparable listed use in this title.

e.

Request for modifications from parking standards. The community development director may, without notice or hearing, permit modifications to the circulation and parking layout requirements where topographic or other physical conditions make it impractical to require strict compliance with these requirements.

(2) *Alternative programs for parking.*

a. A residential, commercial or industrial project may provide for alternative programs which reduce parking demand in return for a reduction in the number of off-street parking spaces required.

b. Alternative programs that may be considered by the community development director under this provision include, but are not limited to, the following:

1. *Private car pool/van pool operations.* Office or industrial developments which guarantee preferred parking spaces to employees who participate regularly in a car or van pool may have their parking requirement reduced by two parking spaces for every one space which is marked for car or van pool at a preferred location;

2. *Mass transit.* Developments which are located within 150 feet of a bus stop or any other type of transit stop may have their parking requirement reduced by two percent of the total number of required parking spaces;

3. *Planned residential development for senior citizens.* A 20 percent reduction in the total number of required parking spaces may be allowed when an alternative senior citizen transportation program is proposed;

4. *Bicycle parking.* Developments which provide secured bicycle parking facilities exceeding the minimum requirement may reduce the number of required vehicle parking spaces by one vehicle space for every three additional bicycle spaces provided. The total reduction in vehicle parking spaces shall not exceed five percent;

5. *Shared parking requirements.* The community development director may, upon application by the owner or lessee of any property, authorize shared use of parking facilities under the following conditions:

(i) Sufficient evidence shall be presented to the community development director to demonstrate that no substantial conflict in the principal hours or periods of peak demand will exist between the uses or structures which propose to share parking;

(ii) The building or use for which an application for shared parking is being made shall be located within 150 feet of the parking area to be shared;

(iii) No more than 50 percent of the parking space requirement shall be met through shared parking;

(iv) Parties sharing off-street parking facilities shall provide evidence of a reciprocal parking agreement for such joint use by a legal instrument approved by the city.

(3) *Special review of parking.* The community development director may reduce the parking requirement otherwise prescribed for any use or combination of uses as part of the review of a development plan including, but not limited to, development review, a conditional use permit, a surface mining permit, a planned residential development or a specific plan, based on the following conditions:

a. The applicant shall submit a request for modification of parking standards, including sufficient evidence and documentation, to demonstrate to the community development director that unusual conditions warrant a parking reduction. Evidence shall include, but is not limited to, the following:

1. Information showing that the parking area serves uses having peak parking demands which occur at different times;

2. Floor plans which indicate that the floor area devoted to customer or employee use is less than typical for the size building proposed;

3. Documentation that other programs which will be implemented by the developer or tenant will result in a reduced parking demand, such as the provision of monetary incentives to employees who regularly utilize public transit or participate in a car or van pool.

b. As a condition of approval of the parking reduction, the applicant may be required to record agreements or covenants prior to issuance of a building permit, which ensure that appropriate programs are implemented for the duration of the parking reduction.

(4) *Development standards for off-street parking facilities.*

a. *Layout design standards.* All parking areas shall be designed as follows:

1. *Location of parking areas.* No parking space shall be located within three feet of any property line. No parking space located on driveways providing direct access to a street shall be located closer than 30 feet from the property line at the right-of-way;
2. *Parking space and driveway specifications.* The location and dimensions of parking spaces and aisles adjacent to parking spaces shall be arranged in accordance with the following figures and the tables:

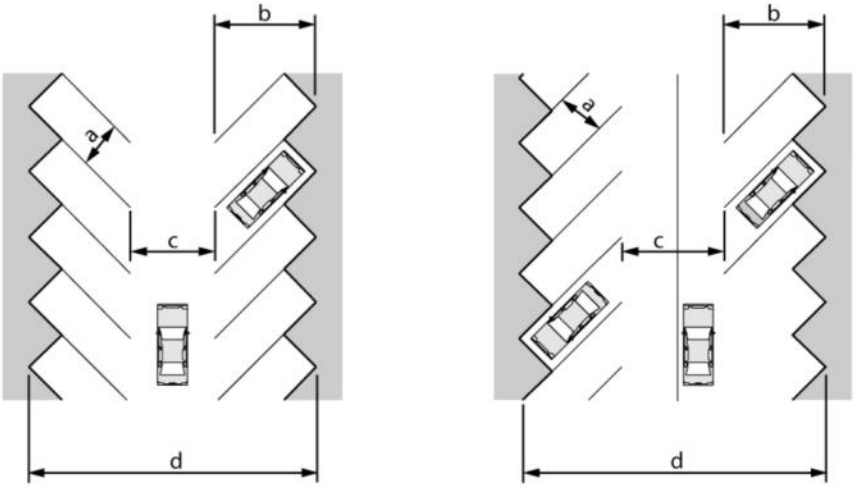
TABLE 5.6-1. ANGLE PARKING SPACE AND DRIVE AISLE DIMENSIONS

Angle	Stall Width a	Stall to Curb b	Aisle c	Two Rows + Aisle d
90 degrees	9'-0"	18'-0"	25'-0"**	63'-0"
	9'-6"	18'-0"	24'-8"**	62'-6"
	10'-0"	18'-0"	24'-0"**	62'-0"
60 degrees	9'-0"	21'0"	20'-0"**	62"-0"
	9'-0"	21'-0"	19'-0"*	61'-0"
	9'-6"	21'-3"	18'-6"*	61'-0"
	10'-0"	21'-6"	18'-0"*	61'-0"
45 degrees	9'-0"	19'-10"	20'-0"**	59'-8"
	9'-0"	19'-10"	16'-4"*	56'-0"
	9'-6"	20'-2"	15'-2"*	55'-6"
	10'-0"	20'-6"	14'-0"*	55'-0"

*One-way aisle

**Two-way aisle

Figure 5.6-1. Angle Parking Space and Drive Aisle Dimensions



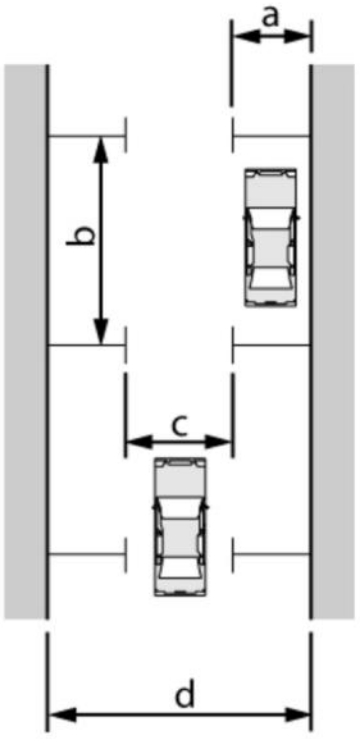
One-Way Aisle Two-Way Aisle

TABLE 5.6-2. PARALLEL PARKING SPACE AND DRIVE AISLE DIMENSIONS

Stall Width a	Stall Length b	Aisle c	Two Rows + Aisle d
9'-0"	24'-0"	12'-0"*	30'-0"
9'-6"	24'-0"	12'-0"*	31'-0"
10'-0"	24'-0"	12'-0"*	32'-0"

*One-way

Figure 5.6-2. Parallel Parking Space and Drive Aisle Dimensions



3. *Compact parking spaces.* Up to 20 percent of the total required parking spaces may be sized for compact cars. Compact car parking spaces shall be clearly marked "COMPACT CARS ONLY". Compact car parking spaces and aisles may be reduced from the dimensions listed in the figures and tables in section 120.05.060.D.1.b as follows:
   (i) Parking space width may be reduced by no more than one-half-foot.
   (ii) Parking space length may be reduced by no more than two feet.
   (iii) When an entire section of the parking area is restricted to compact car parking, and the parking spaces are at a 90 degree angle to the aisle, the aisle width may be reduced to 23 feet.
4. *Off-street parking for private residences.* Off-street parking and driveways for detached dwellings, manufactured homes, single-family attached dwellings, and two-unit attached dwellings shall meet the following requirements:
   (i) Any vehicle, trailer, or vessel which is inoperable and/or without current registration shall be stored entirely within an enclosed structure and shall not be parked or stored in any yard within a residential zoning district or neighborhood;
   (ii) Unless specifically permitted by this title, required off-street parking spaces shall not be located within any required front yard or required street side yard setback of any parcel. Required parking must be provided within a garage, carport, or other permanent structure providing weather protection;
   (iii) Parking in excess of the required parking (e.g., driveways) may be provided within the front and street side yard setback, as follows:
      A. Vehicle parking (including driveways) in residential areas shall be provided on permanent paved surfaces. Permeable pavement is permitted as an alternative to a standard asphalt or concrete surface;
      B. Parking areas shall not exceed the maximum impervious surface allowed on a parcel;
      C. Parking may not occur within any required clear vision triangle area on a corner lot.
   (iv) Each parking space shall be at least 8.5 feet wide by 18 feet deep;
   (v) Tandem (end-to-end) parking is allowed to meet the minimum off-street parking requirements;
   (vi) Required parking may be provided in the rear yard only when an alley is available for access;
   (vii) All vehicles are required to be parked on a paved surface. Driveways and driveway approaches shall be paved;
   (viii) The minimum driveway width is ten feet;

(ix) The use of structures, temporary canopies, tarps and other similar types of covering for vehicles is strictly prohibited within the front setback;

(x) Parking of RVs, trailers and vessels shall conform with the city's neighborhood preservation standards (see section 120.05.080, neighborhood preservation standards).

b. *Surfacing standards for parking areas.* The following standards shall apply to the development of all off-street parking facilities, including driveways, whether the space is required or optional:

1. *One- and two-family.* (Residences less than a two-acre parcel, equal to, or greater than a two-acre parcel). Surfacing material shall be made of concrete, asphaltic concrete, brick or equivalent at least three inches of decomposed granite or equivalent.
2. *Multiple-family residences.* Surfacing material shall be made of concrete, asphaltic concrete, brick or equivalent driveways with an inverted section shall be constructed with a concrete ribbon gutter.
3. *All other uses.*

(i) *Standards.* At least 25 percent of the total street frontage within 660 feet from the boundaries of the proposed use, including both directions from the property and both sides of the street, is in commercial, industrial, residential use or other developed use. Where the proposed use would front on two or more streets, this provision refers to the street with the greater general plan designation or right-of-way requirement. Other cases where the aforementioned circumstances do not apply or as determined by the community development director.

(ii) *Surfacing material.* Concrete surfacing with a minimum thickness of 32 inches, with expansion joints; or asphaltic concrete paving compacted to a minimum thickness of three inches on four inches of class 2 base. A base of decomposed granite or equivalent compacted to a minimum thickness of three inches to act as an all-weather surfacing material.

(iii) *Off-street parking area striping.*

A. Each space shall be clearly marked with white paint or other easily distinguishable material;

B. If ten or more parking spaces are provided, and one-way aisles are used, directional signs or arrows painted on the surface shall be used to properly direct traffic.

(iv) *Drainage.* All parking areas, including driveways, shall be graded to prevent ponding and to minimize drainage runoff from entering adjoining properties.

(v) *Curbs, bumpers, wheelstops or similar devices.* Public parking areas shall be equipped with permanent curbs, bumpers, wheelstops or similar devices so that parked vehicles do not overhang required walkways, planters or landscaped areas.

A. If the method used is designed to stop the wheel rather than the bumper of the vehicle, the stopping edge shall be placed no closer than two feet from the edge of any required walkway, planter or landscaped area, or from any building;

B. The innermost two feet of each parking space, between the wheel stop or other barrier, and any required planter or walkway, may either be:

i. Paved; or

ii. Planted with low ground cover.

This additional planting area is considered part of the parking space and may not be counted toward satisfying any landscaping requirements.

(vi) *Lighting.* A minimum lighting level of one footcandle and a maximum of four footcandles of lighting is required for all parking areas for security. Lighting facilities shall be located and shielded to prevent lights from shining directly onto adjoining properties or streets.

(vii) *Walls.* All paved parking areas, other than those required for single-family residential uses, which adjoin property zoned R-1, R-2, R-2A, R-3, PRD, R-5, R-6, R-A, R-R or R-T, shall have a six-foot-high solid masonry wall provided with an anti-graffiti coating installed to preclude a view of the parking area from such adjoining property. However, any walls within ten feet of any street or alley shall be 30 inches high.

(5) *Loading space requirements.*

a. On each lot used for manufacturing, storage, warehousing, goods display, a department store, a wholesale store, a market, a hotel, a hospital, a laundry, dry cleaning or other uses which involve the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate loading space for delivery vehicle stacking, and for loading activities. The loading space and delivery vehicle stacking area shall be located and designed so as to avoid undue interference with the public use of streets and alleys.

b. Each required loading space shall be paved with six inches of concrete over a suitable base and shall not be less than ten feet wide, 35 feet long and 14 feet high.

c. The minimum number of loading spaces indicated in the following table shall be provided:

TABLE 5.6-4. MINIMUM NUMBER OF LOADING SPACES

Gross Floor Area (square feet)	Number of Loading Spaces
7,499 or less	0
7,500 to 14,999	1
15,000 to 24,999	2
25,000 to 39,999	3
40,000 to 59,999	4
60,000 to 79,999	5
80,000 to 100,000	6
For each additional 100,000	6, plus 1

(6) *Parking for persons with disabilities.*

a. Parking spaces shall be provided for access by persons with disabilities in accordance with the number indicated by the table in this subsection. These numbers are based on the total number of parking spaces required, given the intended use of the site.

TABLE 5.6-5. NUMBER OF ACCESSIBLE PARKING SPACES FOR PERSONS WITH DISABILITIES

Total Number of Parking Spaces Required	Minimum Number of Spaces Required for Accessible Parking
2 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2% of total number of required parking spaces
Over 1,000	20, plus one for each 100, or fraction thereof, over 1,001

Note. A higher percentage of accessible parking spaces is required for medical care outpatient facilities as follows: ten percent of the total number of parking spaces provided for outpatient facilities; 20 percent of total numbers of parking spaces provided for facilities that specialize in treatment or services for persons with mobility impairments.

b. Accessible parking spaces shall be located so as to provide for safety and optimum proximity to curb ramps or other pedestrian ways, thereby providing the most direct access to the primary entrance of the building served by the parking lot.

c. For a single accessible space, the space shall be 14 feet wide and outlined to provide a nine-foot wide parking space and a five-foot-wide loading/unloading area.

d. For multiple accessible spaces, two spaces shall be provided within a 23-foot wide area outlined to provide a five-foot wide loading/unloading area between the nine-foot wide parking spaces.

e. Each loading/unloading area for a van-accessible space shall be eight feet wide with a minimum length of 18 feet.

f. A minimum of one in every eight accessible parking spaces shall be served by an access aisle with a minimum width of eight feet.

1. The parking space shall be designated van-accessible;
2. All such van-accessible parking spaces may be grouped on one level of a parking structure.

g. In each parking space, a wheelstop or curb shall be provided and located to prevent encroachment of cars over the walkways.

h. The parking spaces shall be located so that persons with disabilities are not compelled to wheel or walk behind parked cars other than their own.

i. Pedestrian ways which are accessible for persons with disabilities shall be provided from each such parking space to the related facilities and shall include curb cuts or ramps as needed.

1. Ramps shall not encroach into any parking space. However, ramps located at the front of accessible parking spaces may encroach into the length of such spaces when the encroachment does not limit the ability of persons with disabilities to leave or enter their vehicles, and when it is determined that compliance with any regulation of this subsection would create an unreasonable hardship;
2. Parking spaces may be provided which would require persons with disabilities to wheel or walk behind parking spaces that are not designed for accessibility when it is determined that compliance with the accessible parking regulations would create an unreasonable hardship.

j. Surface slopes for accessible parking spaces shall be the minimum possible, and shall not exceed one-fourth-inch per foot (2.083 percent gradient) in any direction.

k. Each accessible parking space shall be identified by a permanently affixed reflectorized sign displaying the international symbol of accessibility.

1. The sign shall be posted immediately adjacent to and visible from each accessible parking space;
2. The sign shall not be smaller than 70 square inches in area and shall be centered at the interior end of the parking space at a minimum height of 80 inches from the bottom of the sign to the parking space finished grade; or
3. The sign may be centered on the wall of the interior end of the accessible parking space at a minimum height of three feet from the parking space finished grade or walkway.

l. An additional sign shall be posted in a conspicuous place, at each entrance to the off-street parking facilities. The sign shall not be less than 17 inches by 22 inches in size with lettering not less than one inch in height, which clearly and conspicuously states the following:

"Unauthorized vehicles parked in designated accessible spaces not displaying distinguishing placards or license plates issued for persons with disabilities may be towed away at owner's expense. Towed vehicles may be reclaimed at _____ or by telephoning _____."

m. The surface of each accessible parking space shall have a surface identification duplicating the symbol of accessibility in blue paint of at least three square feet in size.

n. For additional accessible parking and site development standards, reference the California Code of Regulations, title 24.

(7) *Bicycle parking facilities.*

a. *Bicycle parking facility classifications.* Bicycle parking facilities shall be classified as follows:

1.

Class I. An enclosed box with a locking door, typically called a bicycle locker, where a single bicyclist has access to a bicycle storage compartment;

2. *Class II.* A stationary bicycle rack designed to secure the frame and one wheel of the bicycle, where the bicyclist supplies only a padlock.

b. *Bicycle parking requirements.*

1. *Minimum bicycle parking facilities.* The minimum bicycle parking shall be provided as follows:

TABLE 5.6-6. BICYCLE SPACES FOR BICYCLE PARKING FACILITY CLASS

Facility Class	Industrial	Restaurants and Cocktail Lounges	Commercial, Office and Service Uses Not Otherwise Listed
Employees	One bicycle space for every 25 parking spaces required. A minimum of 2 bicycle spaces required.	One bicycle space for every 50 parking spaces required. A minimum of 2 bicycle spaces required.	One bicycle space for every 25 parking spaces required. A minimum of 2 bicycle spaces required.
	Class I lockers or class II racks in an enclosed lockable area.	Class I lockers or class II racks in an enclosed lockable area.	Class I lockers or class II racks in an enclosed lockable area.
Patrons or visitors	Number of bicycle spaces required: zero	Number of bicycle spaces required: zero	One bicycle space for every 33 parking spaces required. A minimum of 2 bicycle spaces required.
	Type of lockers/racks: N/A	Type of locker/racks: N/A	Type of locker/racks: class II racks.

Notes.

Where the application of the above table results in the requirement for a fraction of a bicycle parking space, such a space need not be provided unless the fraction exceeds 50 percent.

Where the application of the above table results in the requirement of fewer than six employee spaces, class II racks need not be placed within an enclosed lockable area.

2. *Design standards.* Bicycle parking facilities shall be installed in a manner which allows adequate spacing for access to the bicycle and the locking device when the facilities are occupied. General space allowances shall include a two-foot width and a six-foot length per bicycle and a five-foot-wide maneuvering space behind the bicycle. The facilities shall be located on a hard, dust-free surface, preferably asphalt or concrete.

c. *Exemptions.* Requests for exemptions from bicycle parking requirements shall be made in writing to the community development director.

1. Exemptions from bicycle parking requirements shall be submitted and processed concurrently with the project application.
2. Exemptions may be granted depending upon the location of the site with respect to an urbanized area, the nature and hours of operation of the proposed use and the accessibility of the site by bicycle at present and in the future.

(Ord. of 7-2012, § 5.6; Ord. No. 2013-09, § 3, 5-22-2013 ; Ord. No. 23-22 , § 1, 2-8-2023)

Table 1: Inland Empire Cities[1] & Published Sources[2]
Single-Family Housing Parking Rates

Agency/Publication	County	Source	Parking Code	Parking Rate
1. Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2-car enclosed garage for each unit."	2.0
2. Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"2-car enclosed garage per unit."	2.0
3. Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"Two covered spaces within an enclosed garage."	2.0
4. Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted in this district shall have on the same lot two enclosed parking spaces."	2.0
5. Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"2 enclosed spaces/unit…"	2.0
6. Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"Single-family detached residential dwelling units in any zone shall be provided with a minimum of two parking spaces."	2.0
7. Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"2 covered spaces within an enclosed garage."	2.0
8. Canyon Lake[3]	Riverside			
9. Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"2 garage spaces per dwelling"	2.0
10. Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"Up to 3,100 SF - 4 spaces (2 must be in a garage) 3,101 - 6,000 SF - 5 spaces (3 must be in a garage) 6,001 and above - 6 spaces (4 must be in a garage)"	4.0
11. Colton	San Bernardino	§18.12.170 - City of Colton, CA Muncipal Code	"There shall be no less than two parking spaces in the form of a garage for every dwelling unit…"	2.0
12. Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	"2 covered spaces within an enclosed garage"	2.0
13. Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"Two-car garage, for up to four-bedrooms Three-car garage, for five and six bedrooms and one garage space for every two bedrroms over six bedroooms."	2.0
14. Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Two parking spaces for each residential unit…"	2.0
15. Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"2 spaces in a garage or carport"	2.0
16. Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"1-4 bedrooms: 2-car garage 5 or more bedrooms: 3-car garage"	2.0
17. Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"2.0 spaces per unit."	2.0
18. Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"2 spaces/dwelling unit"	2.0
19. Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	" Two spaces per dwelling unit in a garage, plus two open spaces"	2.0
20. Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-family dwellings shall be provided with two garage spaces."	2.0
21. Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"2 spaces per dwelling unit"	2.0
22. Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"2 covered spaces within an enclosed garage."	2.0
23. Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"2/unit"	2.0
24. Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"Two spaces in a fully enclosed garage."	2.0
25. Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"A private garage, accommodating not less than two parking spaces for each dwelling."	2.0
26. Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"2 spaces within an enclosed garage"	2.0
27. Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"a. Single-family 1. Light agricultural zone: Two spaces, one within a garage. 2. Rural residential/agricultural zone: Two spaces, one within a garage. 3. Detached residential, R-4 zone: Two garage spaces. 4 . Detached Residential, R-7 zone: Two garage spaces."	2.0
28. Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"2 per unit"	2.0
29. Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"there shall be not less than two (2) covered parking spaces in a garage or carport for every dwelling unit."	2.0
30. Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" Two parking spaces within an enclosed garage.	2.0
31. Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"2 spaces within a private garage/dwelling unit"	2.0
32. San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"2 covered spaces within an enclosed garage"	2.0
33. San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"2 enclosed spaces for up to 4 bedrooms, and 3 enclosed spaces for 5 or more bedrooms."	2.0
34. Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"2 enclosed spaces"	2.0
35. Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"2 within a garage"	2.0
36. Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces within an enclosed garage"	2.0
37. Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"2 spaces per dwelling unit in an enclosed garage or covered carport onsite"	2.0
38. Yucaipa[3]	San Bernardino			
39. Urban Land Institute (ULI)[2,3]	- -	- -	- -	- -
40. Institute of Transportation Engineers (ITE)[2]	- -	- -	- -	- -
			Average Single-Family Housing Parking Rate	2.06
			85th Percentile Single-Family Housing Parking Rate	2.00
			95th Percentile Single-Family Housing Parking Rate	2.00
			City of Eastvale Municipal Code §120.05.060 Parking Rate	2.00

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC) Source: https://mmasc.org/163/Inland-Empire-Region

[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;

Table 2: Inland Empire Cities[1] & Published Sources[2]
Multi-Family Housing (1-Bedroom) Dwelling Unit Parking Rates

Agency/Publication	County	Source	Parking Code	Resident Parking Rate	Visitor Parking Rate	Net Parking Rate
1. Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2 spaces per unit,…plus 1 guest space for every 2 dwelling units"	2.0	0.5	2.5
2. Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"a. Small Projects (2-8 units): A two (2) car garage, plus 1 uncovered guest space per unit. b. Medium Projects (9-15 units): 1 covered and 1.5 uncovered space per unit c. Large Projects (16 units or greater): 1 covered and 1.25 uncovered guest spaces per units."	1.0	1.25	2.25
3. Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"One covered parking space per unit, plus one uncovered guest space for every 4 units"	1.0	0.25	1.25
4. Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted with one or more bedrooms in this district shall have on the same lot two parking spaces…An additional ten percent of the required parking shall be set aside for visitor parking."	2.0	0.2	2.2
5. Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"1.25 spaces per unit..."	1.25	0.0	1.25
6. Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"d. Parking for Large-Scale Multiple Family Residential Uses (Six or More Dwelling Units). 1. Multiple-family residential projects with six or more dwelling units…shall provide a minimum of one parking space for each…one-bedroom unit; 2. In addition to required parking for residents, each multiple family project shall provide a minimum of two guest parking spaces for each four units up to twelve (12) units; one space for each four units for the thirteenth (13th) to the forty-eight (48th) unit; and one space for each additional six units above forty-eight (48) units."	1.0	Units (1-12): 0.5 Units (13-48): 0.25 Units (48+): 0.17	1.5 1.25 1.17
7. Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"1 covered space per unit plus 1 uncovered guest space for each 5 units."	1.0	0.2	1.2
8. Canyon Lake	Riverside	§9.20.040 City of Canyon Lake, CA Development Standards	"(j) Parking standards (1) SRO/efficiency, studio, and 1-bedroom units: one covered parking space. (5) Multi-family developments of ten or more dwelling units shall provide one visitor space for every ten dwelling units."	1.0	Units (<9): 0 Units (10+): 0.10	0 1.10
9. Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"1-Bedroom Units: 1.5 covered spaces per dwelling, Guest Parking: 1 space for every 10 dwelling units"	1.5	0.1	1.6
10. Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"2-car garage or carport for each unit, plus one guest space for every 2 dwelling units"	2.0	0.5	2.5
11. Colton	San Bernardino	§18.16.180 - City of Colton, CA Muncipal Code	"a minimum one car garage or carport… Where there are six or more Dwelling Units on one lot, there shall be an additional one-half Unenclosed Space per Dwelling Unit for Guest parking."	1.0	Units (<6): 0 Units (6+): 0.5	1.0 1.5
12. Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	"2 covered spaces/unit, plus 1 uncovered guest space/5 units"	2.0	0.2	2.2
13. Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"One garage space with one-half open parking space is required for each unit... Guest parking: One parking space is required for each three units, with a minimum of three parking spaces provided"	1.5	0.33	1.83
14. Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Two parking spaces for each one-, two- or three bedroom unit. Guest parking shall be provided at a ratio of 0.25 spaces for each residential unit"	2.0	0.25	2.25
15. Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"1.5 spaces for…each 1-bedroom unit…Plus 1 uncovered space for each 5 dwelling units for visitors."	1.5	0.2	1.7
16. Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"1 bedroom: 1.75 spaces/unit Guest parking: 0.25 spaces/unit"	1.75	0.25	2.0
17. Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"1 bedroom: 1.5 spaces per unit Guest parking: 0.3 space per unit"	1.5	0.3	1.8
18. Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"Single bedroom…unit: 1.25 spaces/unit"	1.25	0.0	1.25
19. Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	"one covered space, plus two-thirds open space per dwelling unit"	1.67	0.0	1.67
20. Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-bedroom unit, 1.5 parking spaces per unit;… In addition, a minimum of 0.25 spaces per bedroom shall be provided for guest parking."	1.5	0.25	1.75
21. Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"1.00 spaces per unit… Residential guest: 1 space per each 10 dwelling units"	1.0	0.1	1.1
22. Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"For each one-bedroom unit, one and one-fourth spaces"	1.25	0.0	1.25
23. Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"1.5/unit… Guest parking is required for all units at 0.25 spaces/unit."	1.5	0.25	1.75
24. Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"1.5 spaces for each unit… guest parking equal to 25% of the total number of units."	1.5	0.25	1.75
25. Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"Not less than two roofed parking spaces for each dwelling unit."	2.0	0.0	2.0
26. Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"1.75 spaces per unit… Guest Parking (3-50 units): 1 space per 4 units (51-100 units): 1 space per 5 units (100+ units): 1 space per 6 units"	1.75	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	1.75 2.0 1.95 1.92
27. Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"One bedroom unit: 1.5 spaces… One guest parking space per five units."	1.5	0.2	1.7
28. Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"One bedroom: 1.5 per unit… Visitor parking <50 units: 1 per 3 units >50 units: 1 per 5 units"	1.5	0.33 0.20	1.83 1.7
29. Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"1 bedroom unit: 1 In addition, all multiple residential projects containing more than two (2) uits per lot of record shall provide one uncovered off-street parking space for each two (2) units or fraction thereof."	1.0	0.5	1.5
30. Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" A minimum of two parking spaces for each dwelling unit… In addition to the parking required…there there shall be a minimum of one guest parking space for every four dwelling units."	2.0	0.25	2.25
31. Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"1.5 spaces/dwelling unit"	1.5	0.0	1.5
32. San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"1.5 covered and 1 uncovered guest space for every 5 units."	1.5	0.2	1.7
33. San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"1.5 spaces per unit… Guest Parking 0-10 units - none required 11-30 units - 0.25 spaces per unit 31-60 units - 0.20 spaces per unit 61 units and over - 0.166 spaces per unit"	1.5	0 0.25 0.20 0.166	1.5 1.75 1.7 1.666
34. Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"1 covered parking space plus 0.5 uncovered space parking space…in addition, 1 guest space for every 6 units."	1.5	0.17	1.67
35. Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"1 for each unit in a garage… Guest Parking: 3-50 units: 1 per 4 units; 51-100 units: 1 per 5 units; 100 + units: 1 per 6 units"	1.0	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	1.0 1.25 1.20 1.17
36. Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces per unit - 1 space shall be covered"	2.0	0.0	2.0
37. Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"1.25 spaces/unit… Visitor parking: 15% of total required spaces"	1.25	0.19	1.44
38. Yucaipa	San Bernardino	§88.01305 - City of Yucaipa, CA Municipal Code	" Each one…bedroom dwelling shall be provided with two parking spaces… One open parking space for each two dwelling units shall be provided for guest parking."	2.0	0.5	2.5
39. Urban Land Institute (ULI)	- -	- -	- -	0.9	0.1	1.0
40. Institute of Transportation Engineers (ITE)	- -	- -	"Multifamily Housing (Low-Rise) (220) Peak Period Parking Demand vs: Bedrooms On a : Weekday (Monday - Friday)"	0.66	0.0	0.66
			Average 1-Bedroom Dwelling Unit Parking Rate	1.49	0.23	1.72
			85th Percentile 1-Bedroom Dwelling Unit Parking Rate	2.00	0.36	2.36
			95th Percentile 1-Bedroom Dwelling Unit Parking Rate	2.00	0.50	2.50
			City of Eastvale Municipal Code §120.05.060 Parking Rate	1.25	0.00	1.25

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC) Source: https://mmasc.org/163/Inland-Empire-Region
[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;
ITE Source: Parking Generation Manual 5th Edition, Institute of Transportation Engineers January 2020.

Table 3: Inland Empire Cities[1] & Published Sources[2]
Multi-Family Housing (2-Bedroom) Dwelling Unit Parking Rates

	Agency/Publication	County	Source	Parking Code	Resident Parking Rate	Visitor Parking Rate	Net Parking Rate
1.	Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2 spaces per unit,…plus 1 guest space for every 2 dwelling units"	2.0	0.5	2.5
2.	Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"a. Small Projects (2-8 units): A two (2) car garage, plus 1 uncovered guest space per unit. b. Medium Projects (9-15 units): 1 covered and 1.5 uncovered space per unit c. Large Projects (16 units or greater): 1 covered and 1.25 uncovered guest spaces per units."	1.0	1.25	2.25
3.	Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"Two covered parking spaces per unit, plus one uncovered guest parking space for every 4 units."	2.0	0.25	2.25
4.	Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted with one or more bedrooms in this district shall have on the same lot two parking spaces…An additional ten percent of the required parking shall be set aside for visitor parking."	2.0	0.2	2.2
5.	Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"2 spaces per unit"	2.00	0.0	2.00
6.	Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"d. Parking for Large-Scale Multiple Family Residential Uses (Six or More Dwelling Units). 1. Multiple-family residential projects with six or more dwelling units…shall provide a minimum of…two parking spaces per each two or three bedroom unit 2. In addition to required parking for residents, each multiple family project shall provide a minimum of two guest parking spaces for each four units up to twelve (12) units; one space for each four units for the thirteenth (13th) to the forty-eight (48th) unit; and one space for each additional six units above forty-eight (48) units."	2.0	Units (1-12): 0.5 Units (13-48): 0.25 Units (48+): 0.17	2.5 2.25 2.17
7.	Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"2 covered spaces per unit plus 1 uncovered guest space for each 5 units."	2.0	0.2	2.2
8.	Canyon Lake	Riverside	§9.20.040 City of Canyon Lake, CA Development Standards	"(j) Parking standards (2) Two-bedroom units: one covered parking space plus one uncovered parking space. (5) Multi-family developments of ten or more dwelling units shall provide one visitor space for every ten dwelling units."	2.0	Units (<9): 0 Units (10+): 0.10	0 2.10
9.	Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"2 or more bedroom units: 2 covered spaces per dwelling… Guest Parking: 1 space for every 10 dwelling units"	2.0	0.1	2.1
10.	Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"2-car garage or carport for each unit, plus one guest space for every 2 dwelling units"	2.0	0.5	2.5
11.	Colton	San Bernardino	§18.16.180 - City of Colton, CA Muncipal Code	"There shall be no less than two parking spaces, in the form of enclosed garages, for every dwelling unit… Where there are six or more Dwelling Units on one lot, there shall be an additional one-half Unenclosed Space per Dwelling Unit for Guest parking."	2.0	Units (<6): 0 Units (6+): 0.5	2.0 2.5
12.	Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	"2 covered spaces/unit, plus 1 uncovered guest space/5 units"	2.0	0.2	2.2
13.	Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"Two garage spaces is required for each unit… Guest parking: One parking space is required for each three units, with a minimum of three parking spaces provided"	2.0	0.33	2.33
14.	Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Two parking spaces for each one-, two- or three bedroom unit. Guest parking shall be provided at a ratio of 0.25 spaces for each residential unit"	2.0	0.25	2.25
15.	Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"2 spaces for each 1-bedroom unit with den or more bedroom units…Plus 1 uncovered space for each 5 dwelling units for visitors."	2.0	0.2	2.2
16.	Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"2 bedroom: 2.25 spaces/unit Guest parking: 0.25 spaces/unit"	2.25	0.25	2.5
17.	Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"2 bedroom: 1.9 spaces per unit Guest parking: 0.3 space per unit"	1.9	0.3	2.2
18.	Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"Two bedrooms/dwelling unit: 2.25 spaces/unit"	2.25	0.0	2.25
19.	Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	"For two or more bedrooms: one covered space, plus one and one-third open space per dwelling unit."	2.33	0.0	2.33
20.	Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-bedroom unit, 1.5 parking spaces per unit; Each additional bedroom, 0.5 additional parking spaces per bedroom. In addition, a minimum of 0.25 spaces per bedroom shall be provided for guest parking."	2.0	0.25	2.25
21.	Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"1.50 spaces per unit… Residential guest: 1 space per each 10 dwelling units"	1.5	0.1	1.6
22.	Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"for each two-bedroom dwelling unit, one and one-half spaces"	1.50	0.0	1.50
23.	Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"2.0/unit… Guest parking is required for all units at 0.25 spaces/unit."	2.0	0.25	2.25
24.	Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"Two bedrooms or more: 2 spaces for each unit, plus 0.5 additional spaces for each bedroom over 2… guest parking equal to 25% of the total number of units."	2.0	0.25	2.25
25.	Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"Not less than two roofed parking spaces for each dwelling unit."	2.0	0.0	2.0
26.	Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"2 spaces per unit… Guest Parking (3-50 units): 1 space per 4 units (51-100 units): 1 space per 5 units (100+ units): 1 space per 6 units"	2.0	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.0 2.25 2.2 2.17
27.	Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"Two bedroom unit: 2 spaces… One guest parking space per five units."	2.0	0.2	2.2
28.	Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"Two bedroom: 2 per unit… Visitor parking <50 units: 1 per 3 units >50 units: 1 per 5 units"	2.0	0.33 0.20	2.33 2.2
29.	Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"2 bedroom unit: 1.5 In addition, all multiple residential projects containing more than two (2) uits per lot of record shall provide one uncovered off-street parking space for each two (2) units or fraction thereof."	1.5	0.5	2.0
30.	Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" A minimum of two parking spaces for each dwelling unit… In addition to the parking required…there there shall be a minimum of one guest parking space for every four dwelling units."	2.0	0.25	2.25
31.	Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"2 spaces/dwelling unit with 2 or more bedrooms"	2.0	0.0	2.0
32.	San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"2 covered and 1 uncovered guest space for every 5 units."	2.0	0.2	2.2
33.	San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"1.75 spaces per unit… Guest Parking 0-10 units - none required 11-30 units - 0.25 spaces per unit 31-60 units - 0.20 spaces per unit 61 units and over - 0.166 spaces per unit"	1.75	0 0.25 0.20 0.17	1.75 2.0 1.95 1.92
34.	Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"1 covered parking space plus 1 uncovered parking space for 2 bedroom units. In addition, 1 guest space for every 6 units."	2.0	0.17	2.17
35.	Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"2 for each unit in a garage… Guest Parking: 3-50 units: 1 per 4 units; 51-100 units: 1 per 5 units; 100 + units: 1 per 6 units"	2.0	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.0 2.25 2.20 2.17
36.	Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces per unit - 1 space shall be covered"	2.0	0.0	2.0
37.	Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"2.25 spaces/unit… Visitor parking: 15% of total required spaces"	2.25	0.34	2.59
38.	Yucaipa	San Bernardino	§88.01305 - City of Yucaipa, CA Municipal Code	"Each one or two bedroom dwelling shall be provided with two parking spaces… One open parking space for each two dwelling units shall be provided for guest parking."	2.0	0.5	2.5
39.	Urban Land Institute (ULI)	- -	- -	- -	1.65	0.1	1.8
40.	Institute of Transportation Engineers (ITE)	- -	- -	"Multifamily Housing (Low-Rise) (220) Peak Period Parking Demand vs: Bedrooms On a : Weekday (Monday - Friday)"	1.32	0.0	1.32
				Average 2-Bedroom Dwelling Unit Parking Rate	1.95	0.23	2.18
				85th Percentile 2-Bedroom Dwelling Unit Parking Rate	2.00	0.36	2.36
				95th Percentile 2-Bedroom Dwelling Unit Parking Rate	2.25	0.50	2.75
				City of Eastvale Municipal Code §120.05.060 Parking Rate	2.25	0.00	2.25

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC) Source: https://mmasc.org/163/Inland-Empire-Region
[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;
ITE Source: Parking Generation Manual 5th Edition, Institute of Transportation Engineers January 2020.

Table 4: Inland Empire Cities[1] & Published Sources[2]
Multi-Family Housing (3-Bedroom) Dwelling Unit Parking Rates

	Agency/Publication	County	Source	Parking Code	Resident Parking Rate	Visitor Parking Rate	Net Parking Rate
1.	Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2 spaces per unit,…plus 1 guest space for every 2 dwelling units"	2.0	0.5	2.5
2.	Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"a. Small Projects (2-8 units): A two (2) car garage, plus 1 uncovered guest space per unit. b. Medium Projects (9-15 units): 1 covered and 1.5 uncovered space per unit c. Large Projects (16 units or greater): 1 covered and 1.25 uncovered guest spaces per units."	1.0	1.25	2.25
3.	Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"Three or more bedrooms: Three covered parking spaces per unit, plus one uncovered guest parking space for every 4 units"	3.0	0.25	3.25
4.	Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted with one or more bedrooms in this district shall have on the same lot two parking spaces…An additional ten percent of the required parking shall be set aside for visitor parking."	2.0	0.2	2.2
5.	Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"2 spaces per unit"	2.00	0.0	2.00
6.	Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"d. Parking for Large-Scale Multiple Family Residential Uses (Six or More Dwelling Units). 1. Multiple-family residential projects with six or more dwelling units…shall provide a minimum of…two parking spaces per each two or three bedroom unit 2. In addition to required parking for residents, each multiple family project shall provide a minimum of two guest parking spaces for each four units up to twelve (12) units; one space for each four units for the thirteenth (13th) to the forty-eight (48th) unit; and one space for each additional six units above forty-eight (48) units."	2.0	Units (1-12): 0.5 Units (13-48): 0.25 Units (48+): 0.17	2.5 2.25 2.17
7.	Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"2 covered spaces per unit plus 1 uncovered guest space for each 5 units."	2.0	0.2	2.2
8.	Canyon Lake	Riverside	§9.20.040 City of Canyon Lake, CA Development Standards	"(j) Parking standards (3) Three- and four-bedroom units: one covered parking space and one and one-half uncovered parking space. (5) Multi-family developments of ten or more dwelling units shall provide one visitor space for every ten dwelling units."	2.5	Units (<9): 0 Units (10+): 0.10	2.50 2.60
9.	Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"2 or more bedroom units: 2 covered spaces per dwelling... Guest Parking: 1 space for every 10 dwelling units"	2.0	0.1	2.1
10.	Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"2-car garage or carport for each unit, plus one guest space for every 2 dwelling units"	2.0	0.5	2.5
11.	Colton	San Bernardino	§18.16.180 - City of Colton, CA Muncipal Code	"There shall be no less than two parking spaces, in the form of enclosed garages, for every dwelling unit... Where there are six or more Dwelling Units on one lot, there shall be an additional one-half Unenclosed Space per Dwelling Unit for Guest parking."	2.0	Units (<6): 0 Units (6+): 0.5	2.0 2.5
12.	Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	" Three or more bedroom unit: 2 covered and 1 uncovered spaces/unit, plus 1 uncovered guest space/5 units"	3.0	0.2	3.2
13.	Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"Two garage spaces and one-half open parking space is required for each unit... Guest parking: One parking space is required for each three units, with a minimum of three parking spaces provided"	2.5	0.33	2.83
14.	Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Two parking spaces for each one-, two- or three bedroom unit. Guest parking shall be provided at a ratio of 0.25 spaces for each residential unit"	2.0	0.25	2.25
15.	Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"2 spaces for each 1-bedroom unit with den or more bedroom units…Plus 1 uncovered space for each 5 dwelling units for visitors."	2.0	0.2	2.2
16.	Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"2 bedroom: 2.25 spaces/unit Guest parking: 0.25 spaces/unit"	2.25	0.25	2.5
17.	Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"3 bedroom: 2.1 spaces per unit Guest parking: 0.3 space per unit"	2.1	0.3	2.4
18.	Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"Three or more bedrooms/dwelling unit: 2.75 spaces/unit"	2.75	0.0	2.75
19.	Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	"For two or more bedrooms: one covered space, plus one and one-third open space per dwelling unit."	2.33	0.0	2.33
20.	Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-bedroom unit, 1.5 parking spaces per unit; Each additional bedroom, 0.5 additional parking spaces per bedroom. In addition, a minimum of 0.25 spaces per bedroom shall be provided for guest parking."	2.5	0.25	2.75
21.	Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"Three or more bedrooms: 2.50 spaces per unit… Residential guest: 1 space per each 10 dwelling units"	2.5	0.1	2.6
22.	Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"for each dwelling unit with three or more bedrooms, two spaces."	2.00	0.0	2.00
23.	Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"2.5/unit… Guest parking is required for all units at 0.25 spaces/unit."	2.5	0.25	2.75
24.	Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"Two bedrooms or more: 2 spaces for each unit, plus 0.5 additional spaces for each bedroom over 2… guest parking equal to 25% of the total number of units."	2.5	0.25	2.75
25.	Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"Not less than two roofed parking spaces for each dwelling unit."	2.0	0.0	2.0
26.	Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"Three or more bedroom Unit: 2.5 spaces per unit… Guest Parking (3-50 units): 1 space per 4 units (51-100 units): 1 space per 5 units (100+ units): 1 space per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
27.	Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"Three bedroom unit or more: 2.5 spaces… One guest parking space per five units."	2.5	0.2	2.7
28.	Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"Three bedroom: 2 per unit… Visitor parking <50 units: 1 per 3 units >50 units: 1 per 5 units"	2.0	0.33 0.20	2.33 2.2
29.	Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"3 or more bedroom unit: 2 In addition, all multiple residential projects containing more than two (2) uits per lot of record shall provide one uncovered off-street parking space for each two (2) units or fraction thereof."	2.0	0.5	2.5
30.	Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" A minimum of two parking spaces for each dwelling unit… In addition to the parking required…there there shall be a minimum of one guest parking space for every four dwelling units."	2.0	0.25	2.25
31.	Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"2 spaces/dwelling unit with 2 or more bedrooms"	2.0	0.0	2.0
32.	San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"2.5 covered and 1 uncovered guest space for every 5 units."	2.5	0.2	2.7
33.	San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"2 spaces per unit… Guest Parking 0-10 units - none required 11-30 units - 0.25 spaces per unit 31-60 units - 0.20 spaces per unit 61 units and over - 0.166 spaces per unit"	2.00	0 0.25 0.20 0.17	2 2.25 2.2 2.17
34.	Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"2 covered parking spaces and 0.5 uncovered parking space for three bedroom (or more) units. In addition, 1 guest space for every 6 units."	2.5	0.17	2.67
35.	Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"2.5 for each unit in a garage… Guest Parking: 3-50 units: 1 per 4 units; 51-100 units: 1 per 5 units; 100 + units: 1 per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
36.	Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces per unit - 1 space shall be covered"	2.0	0.0	2.0
37.	Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"2.50 spaces/unit… Visitor parking: 15% of total required spaces"	2.50	0.38	2.88
38.	Yucaipa	San Bernardino	§88.01305 - City of Yucaipa, CA Municipal Code	"Each dwelling unit with three or more bedrooms shall be provided with two and one-half parking spaces… One open parking space for each two dwelling units shall be provided for guest parking."	2.5	0.5	3.0
39.	Urban Land Institute (ULI)	- -	- -	- -	2.5	0.1	2.6
40.	Institute of Transportation Engineers (ITE)	- -	- -	"Multifamily Housing (Low-Rise) (220) Peak Period Parking Demand vs: Bedrooms On a : Weekday (Monday - Friday)"	1.98	0.0	1.98
				Average 3-Bedroom Dwelling Unit Parking Rate	2.24	0.23	2.47
				85th Percentile 3-Bedroom Dwelling Unit Parking Rate	2.50	0.40	2.90
				95th Percentile 3-Bedroom Dwelling Unit Parking Rate	2.79	0.50	3.29
				City of Eastvale Municipal Code §120.05.060 Parking Rate	2.75	0.00	2.75

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC)Source: https://mmasc.org/163/Inland-Empire-Region
[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;
ITE Source: Parking Generation Manual 5th Edition, Institute of Transportation Engineers January 2020.

Table 5: Inland Empire Cities[1] & Published Sources[2]
Multi-Family Housing (4-Bedroom) Dwelling Unit Parking Rates

	Agency/Publication	County	Source	Parking Code	Resident Parking Rate	Visitor Parking Rate	Net Parking Rate
1.	Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2 spaces per unit,…plus 1 guest space for every 2 dwelling units"	2.0	0.5	2.5
2.	Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"a. Small Projects (2-8 units): A two (2) car garage, plus 1 uncovered guest space per unit. b. Medium Projects (9-15 units): 1 covered and 1.5 uncovered space per unit c. Large Projects (16 units or greater): 1 covered and 1.25 uncovered guest spaces per units."	1.0	1.25	2.25
3.	Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"Three or more bedrooms: Three covered parking spaces per unit, plus one uncovered guest parking space for every 4 units"	3.0	0.25	3.25
4.	Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted with one or more bedrooms in this district shall have on the same lot two parking spaces…An additional ten percent of the required parking shall be set aside for visitor parking."	2.0	0.2	2.2
5.	Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"2 spaces per unit"	2.00	0.0	2.00
6.	Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"d. Parking for Large-Scale Multiple Family Residential Uses (Six or More Dwelling Units). 1. Multiple-family residential projects with six or more dwelling units…shall provide a minimum of…three parking spaces for each unit with four or more bedrooms. 2. In addition to required parking for residents, each multiple family project shall provide a minimum of two guest parking spaces for each four units up to twelve (12) units; one space for each four units for the thirteenth (13th) to the forty-eight (48th) unit; and one space for each additional six units above forty-eight (48) units."	3.0	Units (1-12): 0.5 Units (13-48): 0.25 Units (48+): 0.17	3.5 3.25 3.17
7.	Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"2 covered spaces per unit plus 1 uncovered guest space for each 5 units."	2.0	0.2	2.2
8.	Canyon Lake	Riverside	§9.20.040 City of Canyon Lake, CA Development Standards	"(j) Parking standards (3) Three- and four-bedroom units: one covered parking space and one and one-half uncovered parking space. (5) Multi-family developments of ten or more dwelling units shall provide one visitor space for every ten dwelling units."	2.5	Units (<9): 0 Units (10+): 0.10	2.50 2.60
9.	Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"2 or more bedroom units: 2 covered spaces per dwelling… Guest Parking: 1 space for every 10 dwelling units"	2.0	0.1	2.1
10.	Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"2-car garage or carport for each unit, plus one guest space for every 2 dwelling units"	2.0	0.5	2.5
11.	Colton	San Bernardino	§18.16.180 - City of Colton, CA Muncipal Code	"There shall be no less than two parking spaces, in the form of enclosed garages, for every dwelling unit… Where there are six or more Dwelling Units on one lot, there shall be an additional one-half Unenclosed Space per Dwelling Unit for Guest parking."	2.0	Units (<6): 0 Units (6+): 0.5	2.0 2.5
12.	Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	" Three or more bedroom unit: 2 covered and 1 uncovered spaces/unit, plus 1 uncovered guest space/5 units"	3.0	0.2	3.2
13.	Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"Two garage spaces and one-half open parking space is required for each unit… Guest parking: One parking space is required for each three units, with a minimum of three parking spaces provided"	2.5	0.33	2.83
14.	Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Three parking spaces for each four-bedroom unit or more…Guest parking shall be provided at a ratio of 0.25 spaces for each residential unit"	3.0	0.25	3.25
15.	Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"2 spaces for each 1-bedroom unit with den or more bedroom units…Plus 1 uncovered space for each 5 dwelling units for visitors."	2.0	0.2	2.2
16.	Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"2 bedroom: 2.25 spaces/unit Guest parking: 0.25 spaces/unit"	2.25	0.25	2.5
17.	Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"4 bedroom: 2.4 spaces per unit Guest parking: 0.3 space per unit"	2.4	0.3	2.7
18.	Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"Three or more bedrooms/dwelling unit: 2.75 spaces/unit"	2.75	0.0	2.75
19.	Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	"For two or more bedrooms: one covered space, plus one and one-third open space per dwelling unit."	2.33	0.0	2.33
20.	Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-bedroom unit, 1.5 parking spaces per unit; Each additional bedroom, 0.5 additional parking spaces per bedroom. In addition, a minimum of 0.25 spaces per bedroom shall be provided for guest parking."	3.0	0.25	3.25
21.	Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"Three or more bedrooms: 2.50 spaces per unit… Residential guest: 1 space per each 10 dwelling units"	2.5	0.1	2.6
22.	Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"for each dwelling unit with three or more bedrooms, two spaces."	2.00	0.0	2.00
23.	Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"2.5/unit… Guest parking is required for all units at 0.25 spaces/unit."	2.5	0.25	2.75
24.	Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"Two bedrooms or more: 2 spaces for each unit, plus 0.5 additional spaces for each bedroom over 2… guest parking equal to 25% of the total number of units."	3.0	0.25	3.25
25.	Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"Not less than two roofed parking spaces for each dwelling unit."	2.0	0.0	2.0
26.	Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"Three or more bedroom Unit: 2.5 spaces per unit… Guest Parking (3-50 units): 1 space per 4 units (51-100 units): 1 space per 5 units (100+ units): 1 space per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
27.	Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"Three bedroom unit or more: 2.5 spaces… One guest parking space per five units."	2.5	0.2	2.7
28.	Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"Four or more bedrooms: 2.5 per unit… Visitor parking <50 units: 1 per 3 units >50 units: 1 per 5 units"	2.5	0.33 0.20	2.83 2.7
29.	Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"3 or more bedroom unit: 2 In addition, all multiple residential projects containing more than two (2) uits per lot of record shall provide one uncovered off-street parking space for each two (2) units or fraction thereof."	2.0	0.5	2.5
30.	Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" A minimum of two parking spaces for each dwelling unit… In addition to the parking required…there there shall be a minimum of one guest parking space for every four dwelling units."	2.0	0.25	2.25
31.	Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"2 spaces/dwelling unit with 2 or more bedrooms"	2.0	0.0	2.0
32.	San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"2.5 covered and 1 uncovered guest space for every 5 units."	2.5	0.2	2.7
33.	San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"2 spaces per unit… Guest Parking 0-10 units - none required 11-30 units - 0.25 spaces per unit 31-60 units - 0.20 spaces per unit 61 units and over - 0.166 spaces per unit"	2.00	0 0.25 0.20 0.17	2 2.25 2.2 2.17
34.	Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"2 covered parking spaces and 0.5 uncovered parking space for three bedroom (or more) units. In addition, 1 guest space for every 6 units."	2.5	0.17	2.67
35.	Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"2.5 for each unit in a garage… Guest Parking: 3-50 units: 1 per 4 units; 51-100 units: 1 per 5 units; 100 + units: 1 per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
36.	Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces per unit - 1 space shall be covered"	2.0	0.0	2.0
37.	Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"2.50 spaces/unit… Visitor parking: 15% of total required spaces"	2.50	0.38	2.88
38.	Yucaipa	San Bernardino	§88.01305 - City of Yucaipa, CA Municipal Code	"Each dwelling unit with three or more bedrooms shall be provided with two and one-half parking spaces… One open parking space for each two dwelling units shall be provided for guest parking."	2.5	0.5	3.0
39.	Urban Land Institute (ULI)	- -	- -	- -	2.5	0.1	2.6
40.	Institute of Transportation Engineers (ITE)	- -	- -	"Multifamily Housing (Low-Rise) (220) Peak Period Parking Demand vs: Bedrooms On a : Weekday (Monday - Friday)"	1.98	0.0	1.98
				Average 4-Bedroom Dwelling Unit Parking Rate	2.34	0.25	2.59
				85th Percentile 4-Bedroom Dwelling Unit Parking Rate	2.86	0.43	3.29
				95th Percentile 4-Bedroom Dwelling Unit Parking Rate	3.00	0.50	3.50
				City of Eastvale Municipal Code §120.05.060 Parking Rate	2.75	0.00	2.75

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC) Source: https://mmasc.org/163/Inland-Empire-Region

[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;
ITE Source: Parking Generation Manual 5th Edition, Institute of Transportation Engineers January 2020.

Table 6: Inland Empire Cities[1] & Published Sources[2]
Multi-Family Housing (5-Bedroom) Dwelling Unit Parking Rates

	Agency/Publication	County	Source	Parking Code	Resident Parking Rate	Visitor Parking Rate	Net Parking Rate
1.	Adelanto	San Bernardino	§17.65.060 - City of Adelanto, CA Municpal Code	"2 spaces per unit,…plus 1 guest space for every 2 dwelling units"	2.0	0.5	2.5
2.	Apple Valley	San Bernardino	§9.72.020 - City of Apple Valley, CA Municipal Code	"a. Small Projects (2-8 units): A two (2) car garage, plus 1 uncovered guest space per unit. b. Medium Projects (9-15 units): 1 covered and 1.5 uncovered space per unit c. Large Projects (16 units or greater): 1 covered and 1.25 uncovered guest spaces per units."	1.0	1.25	2.25
3.	Banning	Riverside	§17.28.040 - City of Banning, CA Muncipal Code	"Three or more bedrooms: Three covered parking spaces per unit, plus one uncovered guest parking space for every 4 units"	3.0	0.25	3.25
4.	Barstow	San Bernardino	§19.06.050 - City of Barstow, CA Municipal Code	"Each dwelling unit permitted with one or more bedrooms in this district shall have on the same lot two parking spaces…An additional ten percent of the required parking shall be set aside for visitor parking."	2.0	0.2	2.2
5.	Beaumont	Riverside	§17.05.040 - City of Beaumont, CA Muncipal Code	"2 spaces per unit"	2.00	0.0	2.00
6.	Big Bear Lake	San Bernardino	§17.25.070 - City of Big Bear Lake, CA Municipal Code	"d. Parking for Large-Scale Multiple Family Residential Uses (Six or More Dwelling Units). 1. Multiple-family residential projects with six or more dwelling units…shall provide a minimum of…three parking spaces for each unit with four or more bedrooms. 2. In addition to required parking for residents, each multiple family project shall provide a minimum of two guest parking spaces for each four units up to twelve (12) units; one space for each four units for the thirteenth (13th) to the forty-eight (48th) unit; and one space for each additional six units above forty-eight (48) units."	3.0	Units (1-12): 0.5 Units (13-48): 0.25 Units (48+): 0.17	3.5 3.25 3.17
7.	Calimesa	Riverside	§18.45.060 - City of Calimesa, CA Municipal Code	"2 covered spaces per unit plus 1 uncovered guest space for each 5 units."	2.0	0.2	2.2
8.	Canyon Lake	Riverside	§9.20.040 City of Canyon Lake, CA Development Standards	"(j) Parking standards (3) Three- and four-bedroom units: one covered parking space and one and one-half uncovered parking space. (5) Multi-family developments of ten or more dwelling units shall provide one visitor space for every ten dwelling units."	2.5	Units (<9): 0 Units (10+): 0.10	2.50 2.60
9.	Chino	San Bernardino	§20.18.030 - City of Chino, CA Municipal Code	"2 or more bedroom units: 2 covered spaces per dwelling… Guest Parking: 1 space for every 10 dwelling units"	2.0	0.1	2.1
10.	Chino Hills	San Bernardino	§16.34.060 - City of Chino Hills, CA Muncipal Code	"2-car garage or carport for each unit, plus one guest space for every 2 dwelling units"	2.0	0.5	2.5
11.	Colton	San Bernardino	§18.16.180 - City of Colton, CA Muncipal Code	"There shall be no less than two parking spaces, in the form of enclosed garages, for every dwelling unit… Where there are six or more Dwelling Units on one lot, there shall be an additional one-half Unenclosed Space per Dwelling Unit for Guest parking."	2.0	Units (<6): 0 Units (6+): 0.5	2.0 2.5
12.	Corona	Riverside	§17.76.030 - City of Corona, CA Muncipal Code	" Three or more bedroom unit: 2 covered and 1 uncovered spaces/unit, plus 1 uncovered guest space/5 units"	3.0	0.2	3.2
13.	Fontana	San Bernardino	§30-685 - City of Fontana, CA Municipal Code	"Two garage spaces and one-half open parking space is required for each unit… Guest parking: One parking space is required for each three units, with a minimum of three parking spaces provided"	2.5	0.33	2.83
14.	Grand Terrace	San Bernardino	§18.60.030 - City of Grand Terrace, CA Municipal Code	"Three parking spaces for each four-bedroom unit or more…Guest parking shall be provided at a ratio of 0.25 spaces for each residential unit"	3.0	0.25	3.25
15.	Hemet	Riverside	§90-1423 - City of Hemet, CA Municpal Code	"2 spaces for each 1-bedroom unit with den or more bedroom units…Plus 1 uncovered space for each 5 dwelling units for visitors."	2.0	0.2	2.2
16.	Hesperia	San Bernardino	§16.20.080 - City of Hesperia, CA Municipal Code	"2 bedroom: 2.25 spaces/unit Guest parking: 0.25 spaces/unit"	2.25	0.25	2.5
17.	Highland	San Bernardino	§15.52.030 - City of Highland, CA Municipal Code	"4 bedroom: 2.4 spaces per unit Guest parking: 0.3 space per unit"	2.4	0.3	2.7
18.	Jurupa Valley	Riverside	§9.240.120 - City of Jurupa Valley, CA Municipal Code	"Three or more bedrooms/dwelling unit: 2.75 spaces/unit"	2.75	0.0	2.75
19.	Lake Elsinore	Riverside	§17.148.030 - City of Lake Elsinore, CA Municipal Code	"For two or more bedrooms: one covered space, plus one and one-third open space per dwelling unit."	2.33	0.0	2.33
20.	Loma Linda	San Bernardino	§17.24.060 - City of Loma Linda, CA Municipal Code	"One-bedroom unit, 1.5 parking spaces per unit; Each additional bedroom, 0.5 additional parking spaces per bedroom. In addition, a minimum of 0.25 spaces per bedroom shall be provided for guest parking."	3.5	0.25	3.75
21.	Menifee	Riverside	§9.215.040 - City of Menigee, CA Development Code	"Three or more bedrooms: 2.50 spaces per unit… Residential guest: 1 space per each 10 dwelling units"	2.5	0.1	2.6
22.	Montclair	San Bernardino	§11.66.010 - City of Montclair, CA Municipal Code	"for each dwelling unit with three or more bedrooms, two spaces."	2.00	0.0	2.00
23.	Moreno Valley	Riverside	§9.11.040 - City of Moreno Valley, CA Municipal Code	"2.5/unit… Guest parking is required for all units at 0.25 spaces/unit."	2.5	0.25	2.75
24.	Murrieta	Riverside	§16.34.040 - City of Murrieta, CA Municipal Code	"Two bedrooms or more: 2 spaces for each unit, plus 0.5 additional spaces for each bedroom over 2… guest parking equal to 25% of the total number of units."	3.5	0.25	3.75
25.	Norco	Riverside	§18.38.10 - City of Norco, CA Municipal Code	"Not less than two roofed parking spaces for each dwelling unit."	2.0	0.0	2.0
26.	Ontario	San Bernardino	§9-1.3010 - City of Ontario, CA Municipal Code	"Three or more bedroom Unit: 2.5 spaces per unit… Guest Parking (3-50 units): 1 space per 4 units (51-100 units): 1 space per 5 units (100+ units): 1 space per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
27.	Perris	Riverside	§19.69.020 - City of Perris, CA Municipal Code	"Three bedroom unit or more: 2.5 spaces… One guest parking space per five units."	2.5	0.2	2.7
28.	Rancho Cucamonga	San Bernardino	§17.64.050 - City of Rancho Cucamonga, CA Municipal Code	"Four or more bedrooms: 2.5 per unit… Visitor parking <50 units: 1 per 3 units >50 units: 1 per 5 units"	2.5	0.33 0.20	2.83 2.7
29.	Redlands	San Bernardino	§18.164.080 - City of Redlands, CA Municipal Code	"3 or more bedroom unit: 2 In addition, all multiple residential projects containing more than two (2) uits per lot of record shall provide one uncovered off-street parking space for each two (2) units or fraction thereof."	2.0	0.5	2.5
30.	Rialto	San Bernardino	§18.58.060 - City of Rialto, CA Municipal Code	" A minimum of two parking spaces for each dwelling unit… In addition to the parking required…there there shall be a minimum of one guest parking space for every four dwelling units."	2.0	0.25	2.25
31.	Riverside	Riverside	§19.580.060 - City of Riverside, CA Municipal Code	"2 spaces/dwelling unit with 2 or more bedrooms"	2.0	0.0	2.0
32.	San Bernardino	San Bernardino	§19.24.040 - City of San Bernardino, CA Municipal Code	"2.5 covered and 1 uncovered guest space for every 5 units."	2.5	0.2	2.7
33.	San Jacinto	Riverside	§17.330.050 - City of San Jacinto, CA Off-Street Parking and Loading Standards	"2 spaces per unit… Guest Parking 0-10 units - none required 11-30 units - 0.25 spaces per unit 31-60 units - 0.20 spaces per unit 61 units and over - 0.166 spaces per unit"	2.00	0 0.25 0.20 0.17	2 2.25 2.2 2.17
34.	Temecula	Riverside	§17.24.040 - City of Temecula, CA Municipal Code	"2 covered parking spaces and 0.5 uncovered parking space for three bedroom (or more) units. In addition, 1 guest space for every 6 units."	2.5	0.17	2.67
35.	Upland	San Bernardino	§17.11.030 - City of Upland, CA Municipal Code	"2.5 for each unit in a garage… Guest Parking: 3-50 units: 1 per 4 units; 51-100 units: 1 per 5 units; 100 + units: 1 per 6 units"	2.5	(3-50 units): 0.25 (51-100 units): 0.20 (100+ units): 0.17	2.5 2.75 2.7 2.67
36.	Victorville	San Bernardino	§16-3.21.030 - City of Victorville, CA Municipal Code	"2 spaces per unit - 1 space shall be covered"	2.0	0.0	2.0
37.	Wildomar	Riverside	§17.188.030 - City of Wildomar, CA Municipal Code	"2.50 spaces/unit… Visitor parking: 15% of total required spaces"	2.50	0.38	2.88
38.	Yucaipa	San Bernardino	§88.01305 - City of Yucaipa, CA Municipal Code	"Each dwelling unit with three or more bedrooms shall be provided with two and one-half parking spaces… One open parking space for each two dwelling units shall be provided for guest parking."	2.5	0.5	3.0
39.	Urban Land Institute (ULI)	- -	- -	- -	2.5	0.1	2.6
40.	Institute of Transportation Engineers (ITE)	- -	- -	"Multifamily Housing (Low-Rise) (220) Peak Period Parking Demand vs: Bedrooms On a : Weekday (Monday - Friday)"	1.98	0.0	1.98
				Average 5-Bedroom Dwelling Unit Parking Rate	2.36	0.25	2.61
				85th Percentile 5-Bedroom Dwelling Unit Parking Rate	2.86	0.43	3.29
				95th Percentile 5-Bedroom Dwelling Unit Parking Rate	3.08	0.50	3.58
				City of Eastvale Municipal Code §120.05.060 Parking Rate	2.75	0.00	2.75

[1] Cities representing the Inland Empire Region as identified per the Municipal Management Association of Southern California (MMASC) Source: https://mmasc.org/163/Inland-Empire-Region

[2] ULI Source: Shared Parking, Third Edition, Urban Land Institute, February 2020;
ITE Source: Parking Generation Manual 5th Edition, Institute of Transportation Engineers January 2020.



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FIGURE 2-2 **Base Parking Ratios**

	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
Land use	**Visitors**	**Employees**	**Visitors**	**Employees**			
Retail <400,000 sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	1
Retail 400,000–400,000 sq ft	sliding scale between <400,000 and 600,000				scaled 4.00 to 4.50	ksf GLA	1
Retail 600,000–1 million sq ft	3.20	0.80	3.60	0.90	4.50	ksf GLA	1
Retail 1 million–2 million sq ft	sliding scale between 1 million and 2 million sq ft				scaled 4.00 to 4.50	ksf GLA	2
Retail >2 million sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	2
Supermarket/grocery	4.00	0.75	4.00	0.75	4.75	ksf GLA	2,3
Pharmacy	3.00	0.40	3.00	0.40	3.40	ksf GLA	3
Discount stores/superstores	3.40	0.85	3.80	0.95	4.75	ksf GLA	3
Home improvement stores/garden	3.10	0.80	3.45	0.90	4.35	ksf GLA	2
Fine/casual dining	13.25	2.25	15.25	2.50	17.75	ksf GLA	2,3
Family restaurant	15.25	2.15	15.00	2.10	17.10	ksf GLA	2.3
Fast casual/fast food	12.40	2.00	12.70	2.00	14.70	ksf GLA	3
Bar/lounge/nightclub	15.25	1.25	17.50	1.50	19.00	ksf GLA	2
Family entertainment	1.80	0.20	2.50	0.25	2.75	ksf GLA	2
Active entertainment	1.50	0.15	1.80	0.20	2.00	ksf GLA	2
Amusement park/water park	3.00	0.30	3.70	0.37	4.07	ksf GLA	2
Adult active entertainment	9.00	1.00	10.00	1.20	11.20	ksf GLA	2
Cineplex	0.15	0.01	0.24	0.01	0.25	seat	2.3
Specialty movie theater	0.18	0.02	0.29	0.01	0.30	seat	2,3
Live theater	0.30	0.07	0.33	0.07	0.40	seat	2.3
Outdoor amphitheater	0.30	0.07	0.33	0.07	0.40	seat	2
Public park/destination open space	4.00	0.40	5.00	0.50	5.50	acre	2
Museum/aquarium	4.00	0.40	4.50	0.50	5.00	ksf GLA	2
Public library	2.00	0.25	1.90	2.00	3.90	ksf GLA	2
Health club / Spa	6.60	0.40	5.50	0.25	7.00	ksf GLA	2,3
Daycare center	1.50	2.00			3.50	ksf GFA	2,3
Convention center	5.50	0.50	5.50	0.50	6.00	ksf GFA	2

(continued on next pagel

1

FIGURE 2-2 (continued)

	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
Land use	Visitors	Employees	Visitors	Employees			
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2.3
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2.3
Restaurant/lounge	6.67	**1.20**	7.67	1.33	9.00	ksf GLA	2.3
Meeting/banquet (0-20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from Oto 20	scaled from 0 to 2.0	scaled from Oto 32	ksf GLA	2.3
Meeting/banquet (20-50 sq ft/keyl	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2.3
Meeting/banquet (50-100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2.3
Convention [100-200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2.3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2.3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2.3
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2.3
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2.3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2.3
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2.3
Office <25.000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3
Office 25,000-100.000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3
Office 100,000-500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3
Office >500.000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3
Open plan/ high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2.3
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksft GFA	2.3
Arena	0.27	0.03	0.30	0.03	0.33	seat	2
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2

Sources:

1. *Parking Requirements for Shopping Centers,* 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation,* 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in bold. Changes or new ralios are highlighted in blue.

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Appendix B
Falling Transit Ridership
SCAG



Falling Transit Ridership:

California and Southern California

AUTHORS

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Prepared for the Southern California Association of Governments
January 2018

UCLA ITS INSTITUTE OF TRANSPORTATION STUDIES

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ACKNOWLEDGEMENTS

Tiffany Chu, Ryan Kurtzman, Joseph Marynak and Trevor Thomas all provided outstanding research assistance. UCLA ITS Staff Madeline Brozen, Will Livesley-O'Neill, Juan Matute and Marisa Cheung also assisted in production and logistics.

DISCLAIMER

This research was jointly funded by the University of California Institute of Transportation Studies Mobility Research Program, funded by California Senate Bill 1, and the Southern California Association of Governments (SCAG). The SCAG portion of the funding was financed in part through grants from the United States Department of Transportation (DOT). The contents of this report reflect the views of the authors who are responsible for the facts and accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of any of the funding agencies, including SCAG and the DOT. This report does not constitute a standard, specification or regulation.

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EXECUTIVE SUMMARY

In the last ten years transit use in Southern California has fallen significantly. This report investigates that falling transit use. We define Southern California as the six counties that participate in the Southern California Association of Governments (SCAG) – Los Angeles, Orange, Riverside, San Bernardino, Ventura and Imperial. We examine patterns of transit service and patronage over time and across the region, and consider an array of explanations for falling transit use: declining transit service levels, eroding transit service quality, rising fares, falling fuel prices, the growth of Lyft and Uber, the migration of frequent transit users to outlying neighborhoods with less transit service, and rising vehicle ownership. While all of these factors probably play some role, we conclude that the most significant factor is increased motor vehicle access, particularly among low-income households that have traditionally supplied the region with its most frequent and reliable transit users.

Transit service and use trends in Southern California

Long associated with the automobile, in the last 25 years Southern California has invested heavily in public transportation. Since 1990, the SCAG region has added over 100 miles of light and heavy rail in Los Angeles County, and over 530 miles of commuter rail region-wide. These investments, however, have not been matched by increases in transit ridership. Transit ridership in the SCAG region reached its postwar peak in 1985. Through the 1990s and 2000s ridership rose and fell modestly, but never again reached its 1985 level. Figure ES-1 shows that per capita trips have been mostly declining in the SCAG region since 2007, and have fallen consistently since 2013.

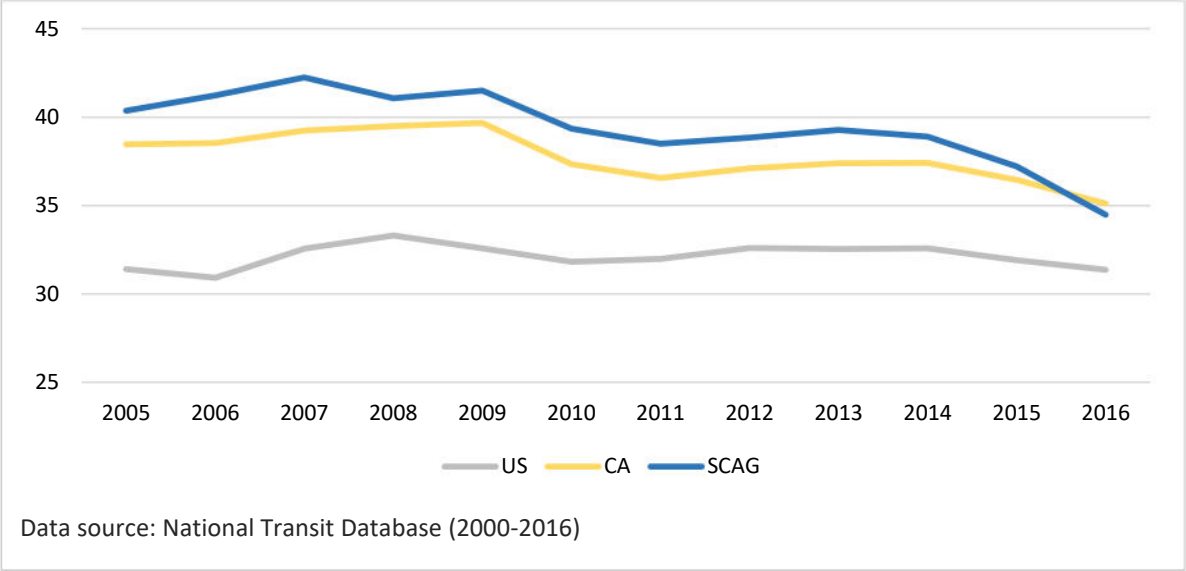


Figure ES 1. Transit trips per capita. *Relatively flat nationally, but down in California since 2009.*

This decline spans modes; it is not simply a case of bus ridership falling while rail ridership increases. Rail ridership, on net, is also down. Further, these aggregate numbers mask large asymmetries in transit service and use. Transit use in particular is heavily concentrated among a relatively small segment of the population, in a small number of the region's neighborhoods, and on a small share of the region's transit systems. As a result of these asymmetries, even small changes in these households, neighborhoods, or transit systems can have an outsized effect on regional transit use.

A few people make most of the trips

The average resident of the SCAG-region made about 35 transit trips in 2016, but the median resident made none. Only a minority of the population rides transit very frequently or even occasionally. About two percent of the population rides transit very frequently (averaging 45 trips/month), another 20 percent of the population rides transit occasionally (averaging 12 trips/month), and more than three-quarters of SCAG-region residents ride transit very little or not at all (averaging less than 1 trip/month). Heavy transit use, moreover, is concentrated among the low-income population, and especially low-income foreign born residents.

A few neighborhoods generate most of the trips

Ten percent of all of the people who commuted to and from work on transit in 2015 lived in 1.4 percent of the region's census tracts, which covered just 0.2 percent of the region's land area; the average number of transit commuters in these few tracts was almost 12 times the regional average. Fully 60 percent of the region's transit commuters lived in 21 percent of the region's census tracts, which occupied 0.9 percent of the region's land area. Overall, the most urban and transit-friendly neighborhoods in the SCAG region comprise less than one percent of the region's land area. These neighborhoods hold about 17 percent the

region's population, but 45 percent of its transit commuters. So while the region's transit systems are increasingly diverse and far reaching, transit riders remain highly concentrated.

A few operators carry most of the passengers

The SCAG region has over 100 transit operators, but just a few them carry the vast majority of riders. Figure ES-2 shows that nine percent of the region's operators are responsible for 60 percent of the region's transit service and carry about 80 percent of all transit riders.

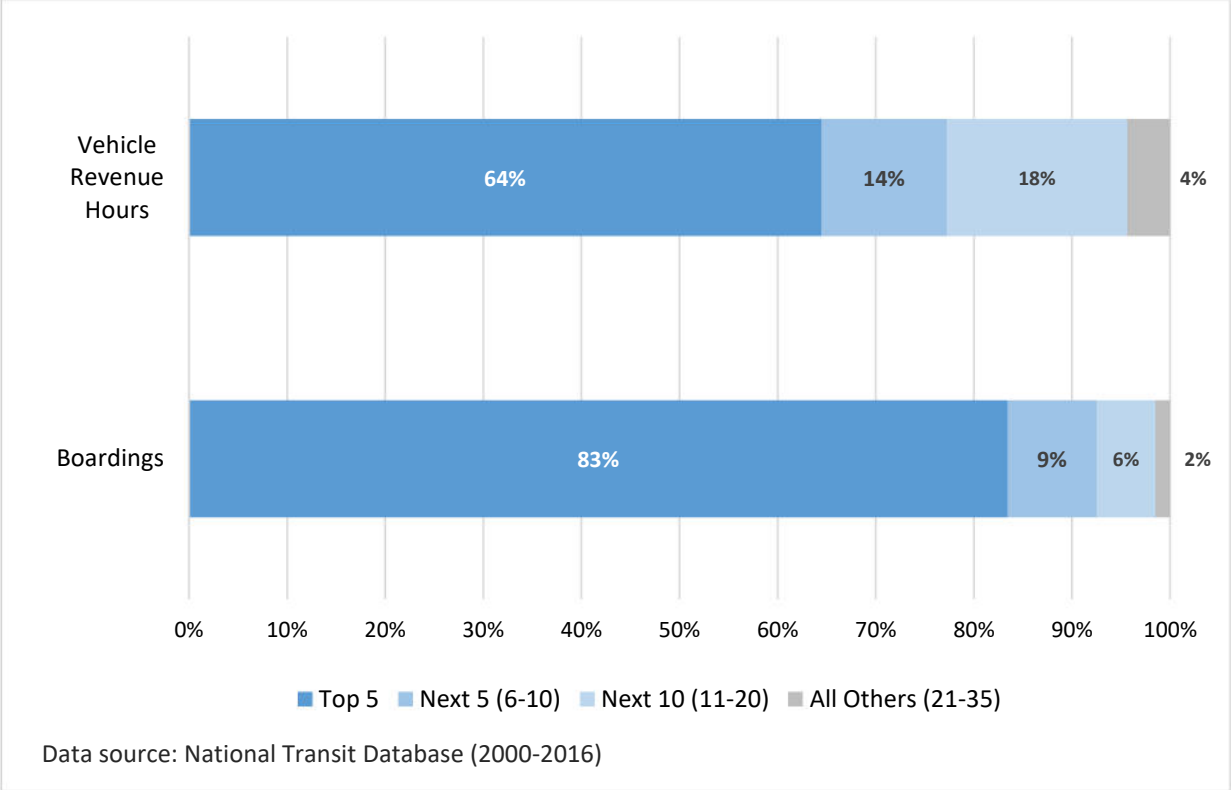


Figure ES 2. Key metrics by operating grouping. *14% of operators carry 83% of the trips.*

Because service and riders are concentrated on the largest systems, ridership losses are concentrated on these systems as well. Four SCAG-region operators—LA Metro, Orange County Transportation Authority (OCTA), Los Angeles Department of Transportation (LADOT), and the Santa Monica Big Blue Bus—accounted for 88 percent of the state's ridership losses between 2010 and 2016. LA Metro by itself accounted for a remarkable 72 percent of the state's losses. Because LA Metro's losses are themselves highly concentrated, a dozen *routes* in LA County account for 38 percent of all the lost ridership in California. In fact, half of California's total lost ridership is accounted for by 17 LA Metro routes (14 bus and 3 rail lines) and one OCTA route.

Possible causes of eroding transit use

Why is transit use falling? We consider a number of potential explanations, and review our findings below.

Changes in transit service and fares have mostly followed and not led falling ridership

Transit use can fall if transit becomes harder to use: if service declines, or fares rise. It does not appear, however, that these factors played a large role in the SCAG region's falling ridership. While transit fare increases are never popular, they are occasionally necessary to keep pace with rising costs. Figure ES-3 shows the inflation-adjusted trends in average fare paid per mile of transit travel between 2002 and 2016 in the U.S., California, and the SCAG region. Fares in Southern California are lower than those in the rest of the state and the country and have been remarkably flat over time.

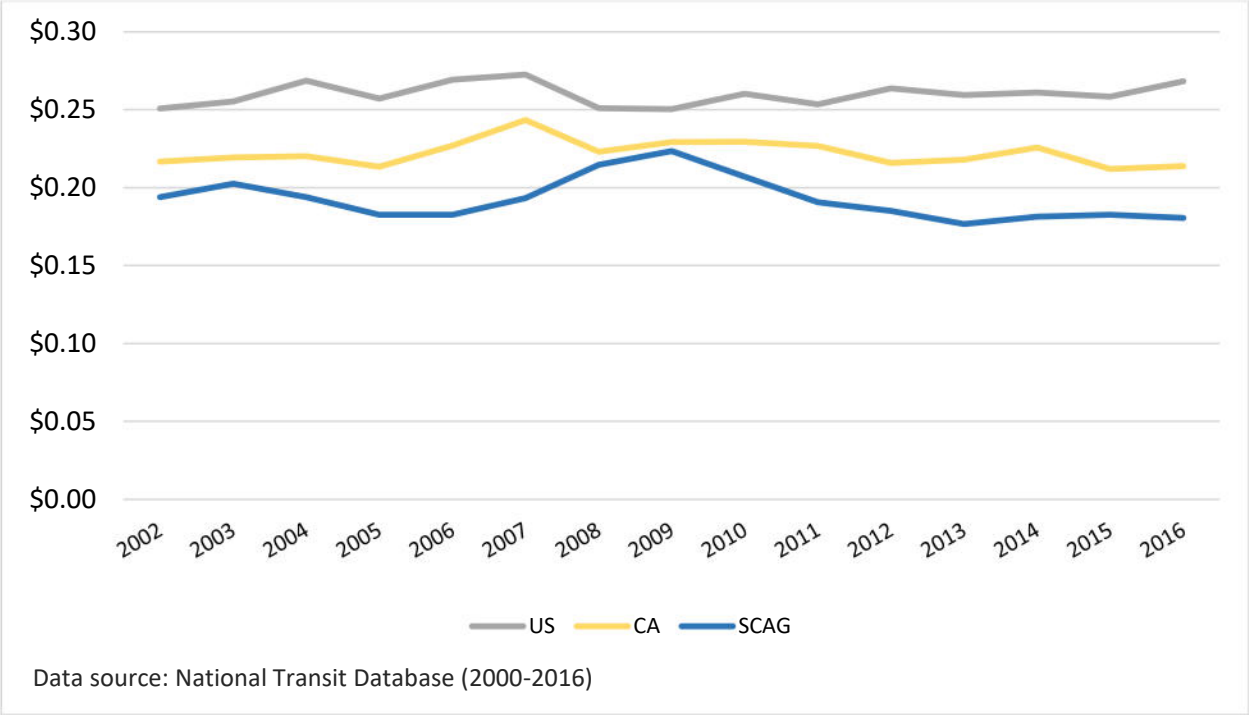


Figure ES 3. Average fare per passenger mile traveled in 2015 dollars. *Average fare per PMT remained fairly consistent and even declined a little since 2009.*

These regional averages can mask significant variation among transit operators. In particular, inflation-adjusted fares per boarding for both OCTA and the Big Blue Bus increased by about 50 percent between 2002 and 2016 — to nearly $1.25 and $0.75 per boarding respectively. So while fares have probably not caused significant ridership declines across the region, they may have played a role at operators like OCTA and Big Blue.

Transit service in the SCAG region, moreover, mostly rose while ridership was falling, and ridership fell even on routes that maintained excellent on-time records. These circumstances suggest that service quantity and reliability were not large factors in falling transit use. There is some evidence, admittedly limited, that riders felt unsafe on transit vehicles in recent years, which may have contributed to the ridership decline.

Fuel prices have likely played a contributing, but not leading role

Fuel prices have been volatile since 1998, but have fallen substantially since peaking in 2012. Figure ES-4 compares trends in fuel prices and transit use in the Los Angeles metropolitan area. While there is a generally positive relationship (as fuel prices rise so too does ridership), it is a relatively weak one – fuel prices rise and fall much more dramatically than transit patronage. The timing of transit's decline, moreover, is not conducive to a fuel price explanation. Per capita transit use in Southern California has been mostly falling since 2007, and it fell between 2009 and 2011 when fuel prices were rising sharply.

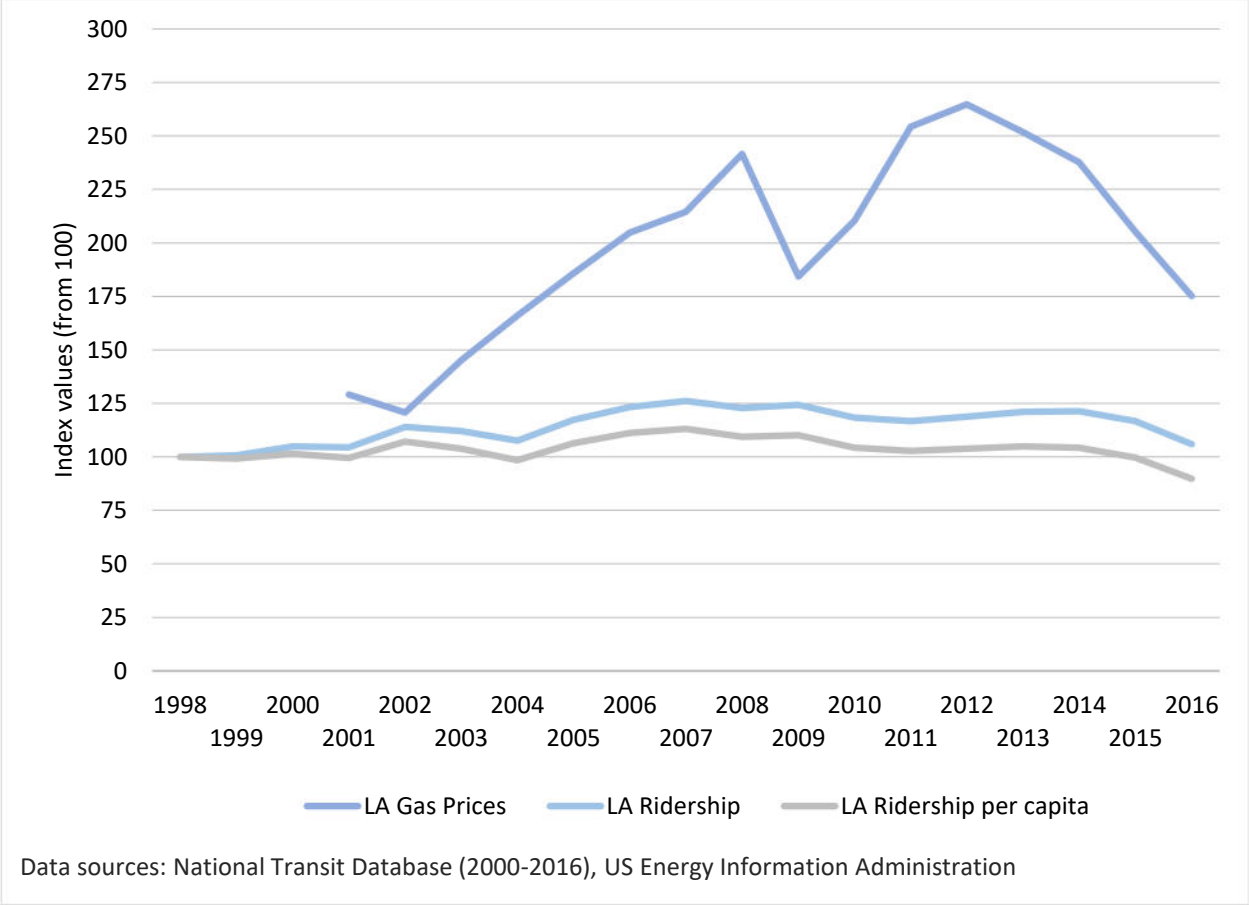


Figure ES 4. Transit ridership and gas prices in Los Angeles Metropolitan Area.

The Transportation Network Companies do not appear to have cannibalized transit

We have very little data that lets us directly measure the effect of transportation network companies (TNCs, like Lyft and Uber) on transit use. What evidence we do have suggests that most TNC trips are probably not replacing large numbers of transit trips. The typical TNC user does not resemble the typical transit rider, the typical TNC trip does not occur when and where most transit trips occur, and most TNC users report no change in their travel by other modes. However, if the pool of TNC users continues to expand, the effect of TNCs on transit use — both positive and negative — may expand as well.

Evidence about neighborhood change and migration of lower-income people is mixed, but suggestive

Transit is heavily-supplied in a small proportion of places, and heavily used by a small proportion of people. If the neighborhoods where transit quality is high change, and become less likely to hold the small group of people who use transit regularly, then transit use could fall. We find some evidence consistent with the idea that neighborhood change has been associated with less transit use. Areas that were heavily populated with transit commuters in the year 2000 became, in the next 15 years, slightly less poor, and significantly less foreign born. Perhaps most important, the share of households without vehicles in these neighborhoods fell notably. All these factors align with a narrative where a transit-using populace is replaced by people who are more likely to drive. We emphasize, however, that this relationship is not one we can measure with precision, and it would be premature to declare neighborhood change a large culprit in falling transit ridership.

Private vehicle access increased substantially from 2000 forward

A defining attribute of regular transit riders is their relative lack of private vehicle access. But between 2000 and 2015, households in the SCAG region, and especially lower-income households, dramatically increased their levels of vehicle ownership. Census data show that from 1990 to 2000 the region added 1.8 million people but only 456,000 household vehicles (or 0.25 vehicles per new resident). From 2000 to 2015, the SCAG region added 2.3 million people and 2.1 million household vehicles (or 0.95 vehicles per new resident).

The growth in vehicle access has been especially dramatic among subsets of the population that are among the heaviest users of transit. Between 2000 and 2015, the share of households in the region with no vehicles fell by 30 percent, and the share of households with fewer vehicles than adults fell 14 percent. Among foreign-born residents, zero-vehicle households were down 42 percent, and those with fewer vehicles than adults were down 22 percent. Finally, among foreign-born households from Mexico, the share of households without vehicles declined an astonishing 66 percent, while households with more adults than vehicles dropped 27 percent. Living in a household without a vehicle is perhaps the strongest single predictor of transit use; the decline of these households has powerful implications for transit in Southern California.

Vehicle ownership is not, of course, the only determinant of regional transit ridership—income, race, age, and nativity, to name a few, also matter. But vehicle access may well be the largest factor. We demonstrate the strong association between vehicle access and transit ridership by building a series of statistical models of transit ridership. The models cover the SCAG region, all of California, Los Angeles

County, and the SCAG region outside of LA County. Each model compares two predicted outcomes: the change in transit use we would expect to see based on due to changes in socioeconomic attributes *other than* vehicle ownership, and the change we would expect to see if we account, in addition, for changes in vehicle access. In short, we compare a scenario where incomes, nativity, racial composition, and various other attributes change the way they did from 2000-2015, but where vehicle access is unchanged, to a scenario where vehicle access changes as well.

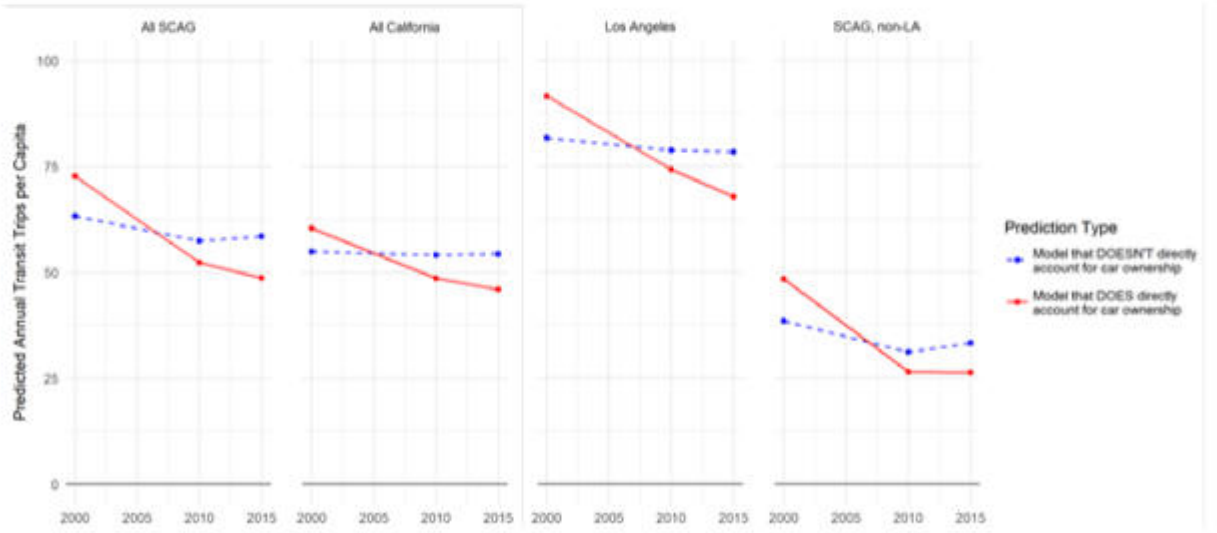


Figure ES 5. Transit use changes based on area.

Figure ES-5 shows the results of these models. The dotted blue line in each case is an estimate of transit ridership trends between 2000 and 2015 based on changes in the region's income, nativity, and so on, but assuming no change in vehicle ownership. The solid red lines represent these same models, but with the region's observed changes in vehicle access included. In all cases the blue line predicts transit use starting at a lower point and declining only modestly, while the red line shows transit use starting at a higher point and falling sharply, more in line with what we are actually observing. The models reinforce the idea that vehicle access is the decisive factor in transit use: income, age, and many other factors matter, but they matter largely because they predict the ability to access and use motor vehicles. In Southern California since 2000, that ability has increased, and transit use has fallen.

Conclusion

Public transportation is unlikely to fare well when Southern California is flooded with additional vehicles, especially when those vehicles are owned disproportionately by transit's traditional riders. Much of the region's built environment is designed to accommodate the presence of private vehicles and to punish their absence. Extensive street and freeway networks link free parking spaces at the origin and destination of most trips. Driving is relatively easy, while moving around by means other than driving is not. These circumstances give people strong economic and social incentives to acquire cars, and — once they have cars — to drive more and ride transit less.

The advantages of automobile access, which are particularly large for low-income people with limited mobility, suggest that transit agencies should not respond to falling ridership by trying to win back former riders who now travel by auto. A better approach may be to convince the vast majority of people who rarely or never use transit to begin riding occasionally instead of driving. This task is unquestionably more difficult than serving frequent-riding transit dependents, and it would likely require weakening or removing some of the state's and region's entrenched subsidies for motor vehicle use. But the opportunity is substantial. The SCAG region, between 2012 and 2016, lost 72 million transit rides annually. That number seems daunting, but the region has a population of 18.8 million, and about 77 percent of those people (roughly 14.5 million), ride transit rarely or never. If one out of every four of those people replaced a single driving trip with a transit trip once every two weeks, annual ridership would grow by 96 million — more than compensating for the losses of recent years. The future of public transit in the SCAG region, then, will be shaped less by the mobility needs of people who do not own vehicles, and more by policy decisions that encourage vehicle-owning households to drive less and use transit more.

FALLING TRANSIT RIDERSHIP: CALIFORNIA AND SOUTHERN CALIFORNIA

In the last 15 years Americans have supported public transportation more and demanded it less. California, the nation's most populous state, is in many ways emblematic of this pattern. Motivated by concerns about congestion and climate change, California's state and local governments have invested heavily in transit, often with the explicit approval of voters. This investment is particularly evident in Southern California. Since 1990, the six-county Southern California Association of Governments (SCAG) region has added over 100 miles of light and heavy rail in Los Angeles County, and over 530 miles of commuter rail region-wide. In November 2016, voters in LA County approved a $120 billion sales tax measure for transportation, with a plurality of the funding dedicated to expanding and improving transit (Measure M: Metro's Plan to Transform Transportation in LA 2016). This measure marked the third such countywide tax increase since 1990, and the fourth one overall. Other SCAG counties have also routinely passed sales tax measures for transportation and transit improvements.

Over the same period, however, California's transit use (depending on how one measures it) has varied from modest increases to relative stagnancy to—in more recent years—steep decline. Southern California is again illustrative. Despite its heavy investments in transit, in absolute terms the region's transit ridership reached its postwar peak in 1985. Through the 1990s and mid-2000s ridership rose and fell modestly, never reaching 1985 levels, and in 2012 it began declining. In per capita terms, ridership has fallen more steadily since the 1980s. Ridership per capita was flat in the early 2000s, but started trending down again in 2007. In California overall, per capita ridership was flat until 2009, when it began a decline from which it has not recovered (The National Transit Database (NTD), 2015).

Why is transit ridership falling? The question is not merely academic. The combination of rising supply and falling demand has profound fiscal implications for transit operators, since it substantially increases the public cost of moving each passenger. Increased transit supply has meant increased public investment, particularly in new rail services. Measured as a ten-year rolling average of capital and operating costs, transit investment in both the US and California rose almost 50 percent between 2000 and 2015. These rising expenditures, when combined with falling patronage, yield falling productivity. Between 2005 and 2016, transit productivity —measured as passenger boardings per vehicle revenue hour (VRH) —has fallen 5 percent in California and 14 percent in the SCAG region. Falling productivity is not sustainable; it usually ends with more subsidies or less service.

Beyond fiscal concerns, falling ridership calls into question a number of California's ambitious environmental goals. California's aggressive agenda for combatting climate change is predicated in part on many people using transit more and driving less. The carbon reduction targets set out in Senate Bill 375, California's landmark climate reduction bill of 2008, involve large mode shifts to transit and away from driving, while the California Department of Transportation's current Strategic Management Plan includes an explicit goal of doubling the state's transit mode share by 2020 (California Department of Transportation, 2015). But transit ridership, despite heavy transit investment, is trending very much in the opposite direction.

This report assesses California's, and particularly Southern California's, recent ridership downturn. We emphasize Southern California because — as we will show — California's falling ridership is in many ways Southern California's falling ridership. Had transit use not fallen in the SCAG region through 2016, it would not have fallen statewide.

Our study considers the years from 2000 to 2015 or 2016 (depending on data availability). While widespread concern about falling transit use did not begin until ridership began falling absolutely in 2012, we focus on the per capita decline that began about five years before that. The falling absolute ridership of the last few years is important, and we do pay outsized attention to it. But we view it as a particularly acute manifestation of the longer-run per capita decline, not as a phenomenon in itself. Absolute declines in ridership are at once more noticeable and less important than per capita declines. Ridership numbers that are not adjusted for population lack context, and focusing only on absolute ridership declines can for that reason yield incomplete or misleading results.

For example, since 2012 gas prices have fallen sharply, transportation network companies (TNCs) like Lyft and Uber have expanded dramatically, undocumented immigrants have been granted drivers' licenses, and the economy has rebounded from the Great Recession. All these factors may have depressed transit use, but all of them also occurred well *after* per capita transit ridership began to decline. Thus none of them, individually or in combination, can fully explain Southern California's, or California's, transit patronage losses.

Our analysis faces data limitations common to examinations of transit. Aggregate data on transit use are widely available through the National Transit Database (NTD), but users of NTD data can never be entirely sure of the data's accuracy.[1] NTD records are compiled from the reports of individual transit operators to the federal government, and for a variety of reasons — from failure to report to mistakes in reporting to errors in correcting those mistakes— NTD data do not always match up with operator data. We have checked some of the NTD data used in this report against operator data and been satisfied that they reasonably conform, but checking all the data would be impossible. We emphasize that this problem is almost universal in transit studies: all data are imperfect, but the NTD is the nation's standard source for transit data.

A second issue is that while data on transit use are easy to find, data on transit *users* are not. Public transportation is used by a small and hard-to-track subset of the population, making riders (and especially former riders) hard to study. The U.S. Census, in its annual American Community Survey (ACS), provides detailed economic and demographic information about transit commuters, but commutes are a minority of transit trips, and commuters (as we will show) are a minority of transit riders. More detailed data on transit users can be found in the California Household Travel Survey (CHTS) which provides an in-depth look at travel of all types by Californians, and complements those travel data with extensive person-level

[1] Transit operators who receive funding from the Federal Transit Administration's Urbanized Area Formula Program, or its Rural Formula program, must submit data to the NTD on the financial and operating conditions of their systems, as well as the conditions of their assets and rolling stock. Just over 660 operators receive such funding and report to the NTD. See https://www.transit.dot.gov/ntd

socioeconomic information. But the CHTS is a one-year snapshot, only available for 2012. As a result, we have a data mismatch: excellent data for a single year, but a research question – why is transit ridership declining? – that demands data on changes over time.

A last data obstacle is that the determinants of transit use are varied, ranging from gas prices to auto ownership to the quality of transit service, and no single data set contains all of them. Some factors thought to influence transit use, like the availability of free parking, are not systematically tracked at all.

To work around these limitations, we draw on an array of spatial, person-level, and administrative data. At different points we use the U.S. Census summary files, the Integrated Public Use Microdata (IPUMS) of the Census,[2] state and national travel diary data, gas price and economic data from the Energy Information Agency and the Bureau of Labor Statistics, and data and rider surveys conducted by some of Southern California's larger transit operators. One operator—the Los Angeles County Metropolitan Transportation Authority (Metro, or LA Metro)—by itself accounts for most of the region's transit use and has ample public data available. As a result, at different points in the report when data for the entire region is lacking, we draw on data specific to LA Metro.

Largely because of these data constraints, the case we build is circumstantial; we offer no definitive proof of cause-and-effect. But the evidence is nevertheless compelling. The primary factor we identify is automobile ownership. In the last 15 years, household vehicle access in the SCAG region has grown dramatically. Vehicle ownership has grown particularly sharply among subgroups most likely to use transit, such as the low-income and the foreign born from Latin America. The steep rise in vehicle access among these groups that occurred as transit ridership began to fall is not direct proof, but it is a smoldering if not a smoking gun. Public transportation is unlikely to fare well when Southern California is flooded with additional vehicles. Much of the region's built environment is designed to accommodate the presence of private vehicles and to punish their absence. Extensive street and freeway networks link free parking spaces at the origin and destination of most trips. These circumstances give people strong incentives to acquire cars, and — once they have cars — to drive more and ride transit less.

The surge in vehicle ownership does not explain all of the transit decline. And it may well have been reinforced by falling gas prices and the rise of TNCs— though again we note that increasing vehicle ownership and declining transit use began before TNCs existed and when gas prices were still high. But increased vehicle ownership by itself probably explains much of Southern California's lost transit ridership.

Our findings accord with previous research about transit patronage. Giuliano (2005) has shown that compared to Americans at large, the poor use transit more but like it less. The typical low-income rider wants to graduate to automobiles, while the typical driver might view transit positively but have little interest in using it (Manville & Cummins, 2015). These facts, coupled with the falling ridership of recent years, raise questions about transit's future.

Transit ridership is not, by itself, a legitimate goal of public policy. Transit use is instead a means to achieve other public ends. Traditionally, transit's goals have been twofold: Providing mobility to disadvantaged people who lack it, and mitigating the social and environmental costs of private automobiles by providing alternatives to them. The first goal has long accounted for more of transit's ridership, while the second

[2] The IPUMS data are from Ruggles et al (2017).

has accounted for more of its rhetoric. Throughout the United States, and particularly in Southern California, public transportation advocates have emphasized transit's potential to manage traffic and reduce pollution. In practice, however, transit has functioned overwhelmingly as a social service for low-income people with little private mobility (Taylor & Morris, 2015).

Because transit has primarily carried low-income people, rising vehicle ownership among those people suggests a future where public transportation's core ridership could dramatically shrink. While this outcome poses a grave problem for transit operators, it is not obvious that transit operators should try to win these low-income riders back, at least not to the very high levels at which they rode transit previously. With very few exceptions, acquiring an automobile in Southern California makes life easier along multiple dimensions, dramatically increasing access to jobs, educational institutions and other opportunities (Kawabata & Shen, 2006). As a result, pulling low-income former riders out of their cars and back onto trains and buses could make transit agencies healthier but the region poorer. If transit agencies want to protect their fiscal health while also increasing social welfare, they may need to convince the vast majority of people who never use transit to begin riding occasionally instead of driving. This task is unquestionably more difficult than serving a large pool of people who have few alternatives to transit. Convincing some drivers to start using transit would likely require weakening or removing some of the state's and region's entrenched subsidies for motor vehicle use. But transit is unlikely to grow substantially, to accomplish its environmental goals, if driving remains artificially inexpensive.

THE SPATIAL AND DEMOGRAPHIC DISTRIBUTION OF AMERICAN PUBLIC TRANSPORTATION

Public transportation use in the United States is distributed unevenly across people and places. Transit accounts for about two percent of all passenger miles travelled (PMT), and about two percent of personal trips overall (NHTS 2009). These small overall numbers, however, conceal transit's outsized importance to some people in some places. The average U.S. resident made about 32 transit trips in 2016 (Neff & Dickens, 2017; U.S. Census Bureau, 2016), but the modal resident made zero trips, and a small number of people rely on transit extensively. Chu (2012) shows that 20 percent of Americans live in neighborhoods without transit, while 60 percent live in neighborhoods with transit but have not used it in the previous month. Another 11 percent uses transit less than ten times per month, while eight percent take ten or more trips monthly.

The small share of people who use transit frequently is concentrated in a handful of metropolitan areas. In 2016, 65 percent of all transit boardings occurred on the nation's ten largest transit operators; the 15 systems in the New York region by themselves account for over 40 percent of the country's transit trips (FTA, 2016). Even within these transit-heavy areas, however, most people do not use transit regularly, because most transit use occurs in the central cities, and specifically among lower-income and foreign-

born people in these cities. And even within these subgroups, whose members are *more likely* to ride transit, *most* people do not use transit.

Why is transit use so rare? In the broadest terms, travelers will choose to ride transit when they believe transit has the lowest relative costs – in money, time, or risk and uncertainty – of the various transportation modes available to them. These factors help explain why so much transit use occurs in New York City. New Yorkers ride transit as much as they do not only because transit service is frequent and extensive, but also because riding a subway across Manhattan is often cheaper, faster and more reliable than driving. Manhattan's streets are clogged with unpredictable congestion and parking is scarce and expensive.[3] In most other places, driving is a faster door-to-door option, and one that people also believe is safer (Yoh, Iseki, Smart, & Taylor, 2011). Driving in these places is also more reliable: when congestion is low and transit service is sparse, riding transit might involve more time waiting at stops and transferring between vehicles, which make trips seem unpredictable, complicated and burdensome (Iseki & Taylor, 2009). For this reason, outside New York and a handful of other urban places, most transit users are people who for various reasons do not have the option of travelling by car.

The fact that so few people use transit regularly is important but often overlooked, especially in discussions about why ridership might fall. Per capita transit use can fall when current riders ride less, when the number of people who never ride grows, or both. Strictly speaking, there is no difference between these root causes. A person who rides and stops is a lost transit rider, but so is a person who moves to a transit service area and never rides. The decision to stop and the failure to start both reduce per capita transit use.

In practice, however, concerns about falling per capita ridership are rarely concerns about new residents who never start riding, and are instead concerns about current riders who leave. This dynamic is understandable, as riders who leave are easier to notice. But it is important to remember that transit riders leave transit regularly, even when ridership is stable or growing. If riders who leave are replaced by others, their departure from transit is less noticeable, and ridership might remain unchanged. For that matter, ridership can remain unchanged even when riders leave and are *not* replaced by other people. If an existing rider stops taking her daily trip and drives instead, but another frequent rider adds a daily trip, the number of riders falls but per capita ridership does not. Conversely, if two riders who take three trips a day each start taking two, the number of riders won't change but ridership will. Riders are not equivalent to ridership; stable ridership can conceal large churn among riders, and vice-versa.

The Spatial Concentration of Transit in California and Southern California

As it is in the nation at large, public transit use in California is unevenly distributed: a small share of people and places account for a large share of overall rides. Northern Californians use transit more intensively than Southern Californians, largely as a result of high ridership in San Francisco and its surrounding areas, but most of California's transit use occurs in Southern California, where a majority of the state's

[3] Manhattan also has relatively few highway lane-miles, which contributes to its surface-street congestion.

population lives (Figure 1). Transit accounts for 6 percent of all trips in the Bay Area, as opposed to 5 percent in the SCAG region, but the SCAG region – because it is so large – accounts for 52 percent of California's transit trips, while the Bay Area accounts for 28 percent. Southern California thus exerts a large influence on California's overall transit use.

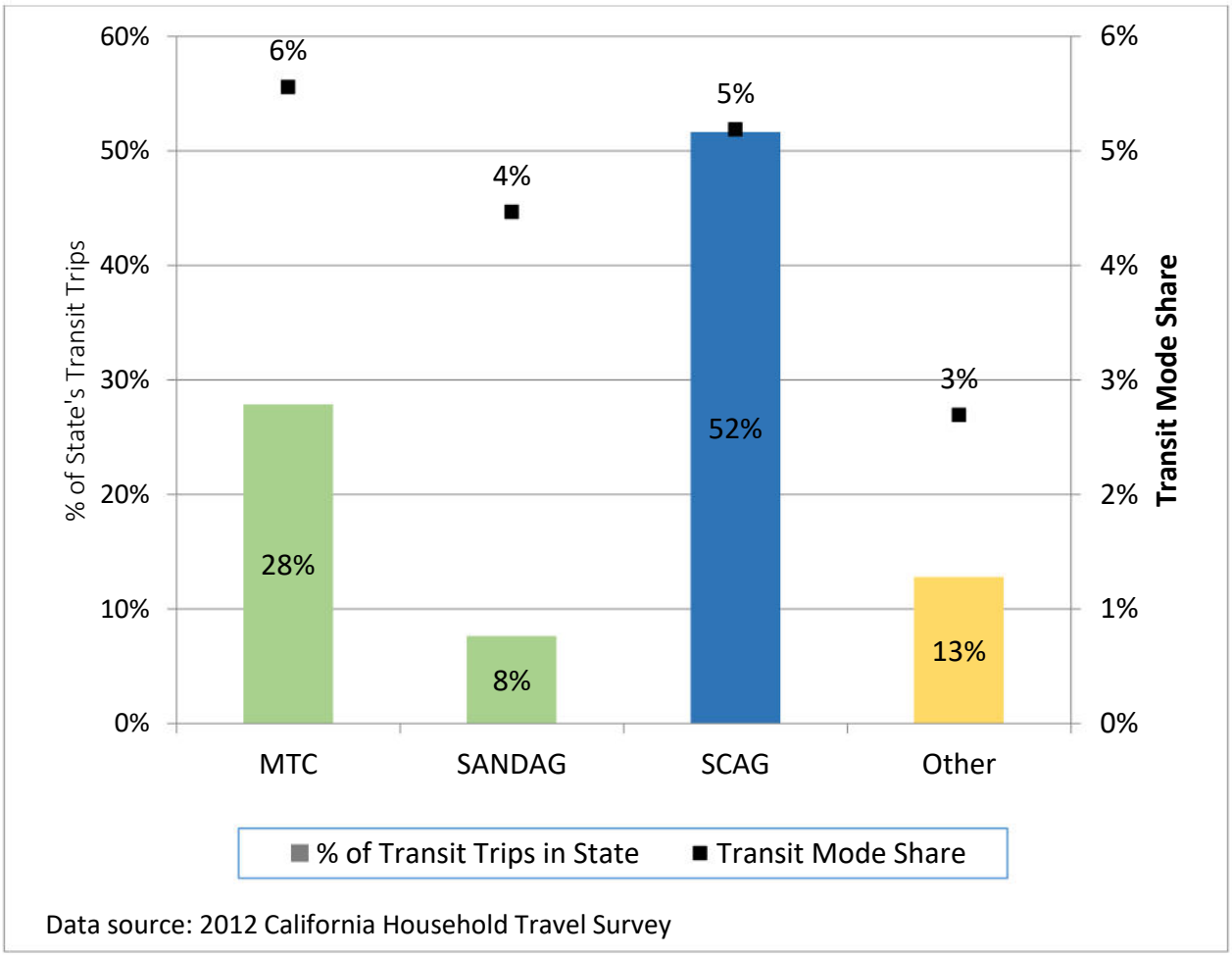


Figure 1. Transit mode share and distribution of transit trips by California region.

Figures 2 and 3 show the trend in transit boardings nationwide, in California, and the SCAG region between 2000 and 2016, first in absolute and then in relative terms. Absolute ridership was largely flat over this time in all three geographies. In relative terms ridership grew steadily between 2004 and 2007 (SCAG region), 2008 (the U.S.), and 2009 (California). This period of growth was followed by patronage losses from the start of the Great Recession through 2011, particularly in California. The recession's end brought a gradual transit patronage recovery, followed by steep declines from 2014 onward.

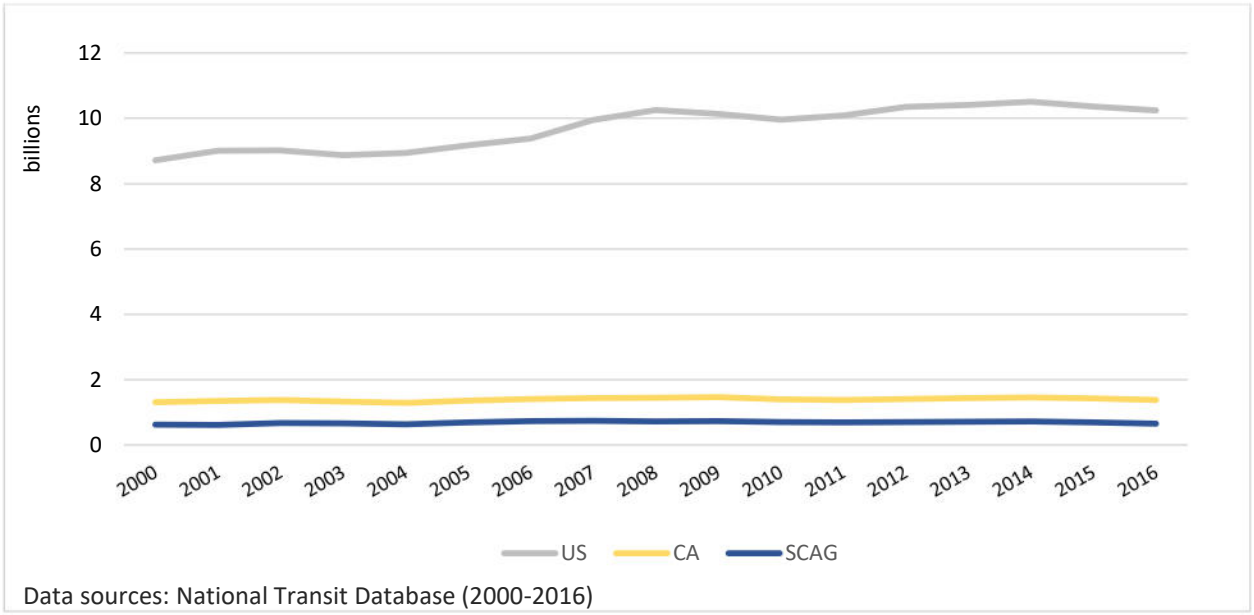


Figure 2. Boardings *(unlinked passenger trips). Growing nationwide, but relatively flat in California and SCAG.*

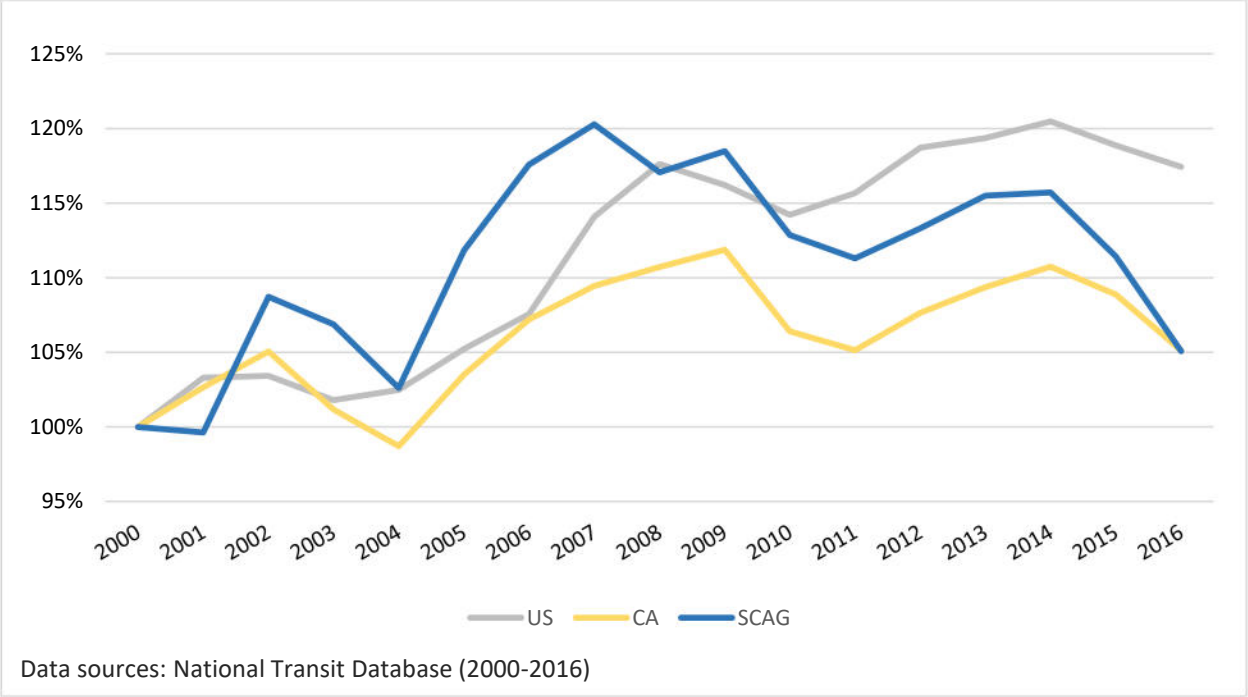


Figure 3. Indexed boardings. *Growing nationwide, but California and SCAG face steeper declines, returning to 2000 levels.*

Figure 4 expresses these ridership trends in per capita terms. Between 2005 and 2016, per capita ridership peaked in California in 2009, in the nation in 2008, and in the SCAG region in 2007. Since 2007, per capita transit use in the SCAG region has been mostly falling—before the recession, the rise of Lyft and Uber, or the post-2012 drop in fuel prices.

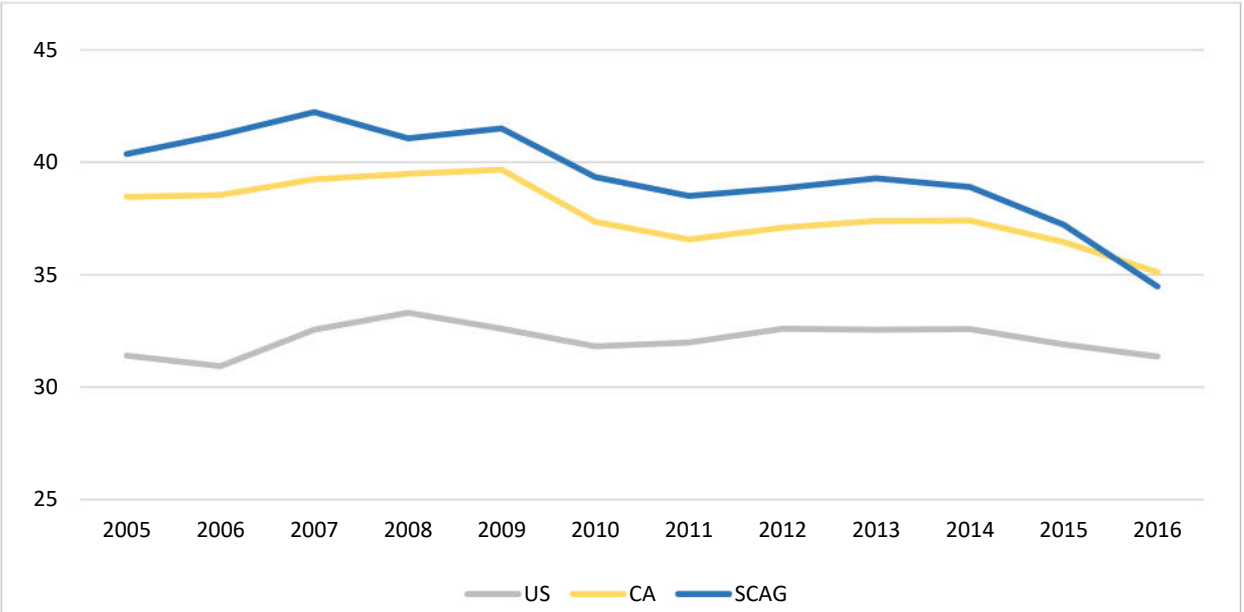


Figure 4. Transit trips per capita. *Relatively flat nationally, but down in California since 2009.*

Because the SCAG region accounts for so much of California's ridership, and because in recent years its decline has been so steep, losses in the SCAG region from 2012 to 2016 actually account for all of California's ridership losses during that time. Figure 5 shows changes in transit ridership across California from 2012 to 2016. During this time annual transit boardings statewide fell by 62.2 million. The SCAG region, however, lost *72 million* annual rides, or 120 percent of the state's total losses. Ridership outside the SCAG region actually rose 20 percent, largely as a result of gains made by transit systems in San Francisco. The Bay Area Rapid Transit District (BART) alone accounted for 28.4 percent of the state's increased transit ridership (although by 2017 ridership on BART, and in California outside the SCAG region, had also started to fall).

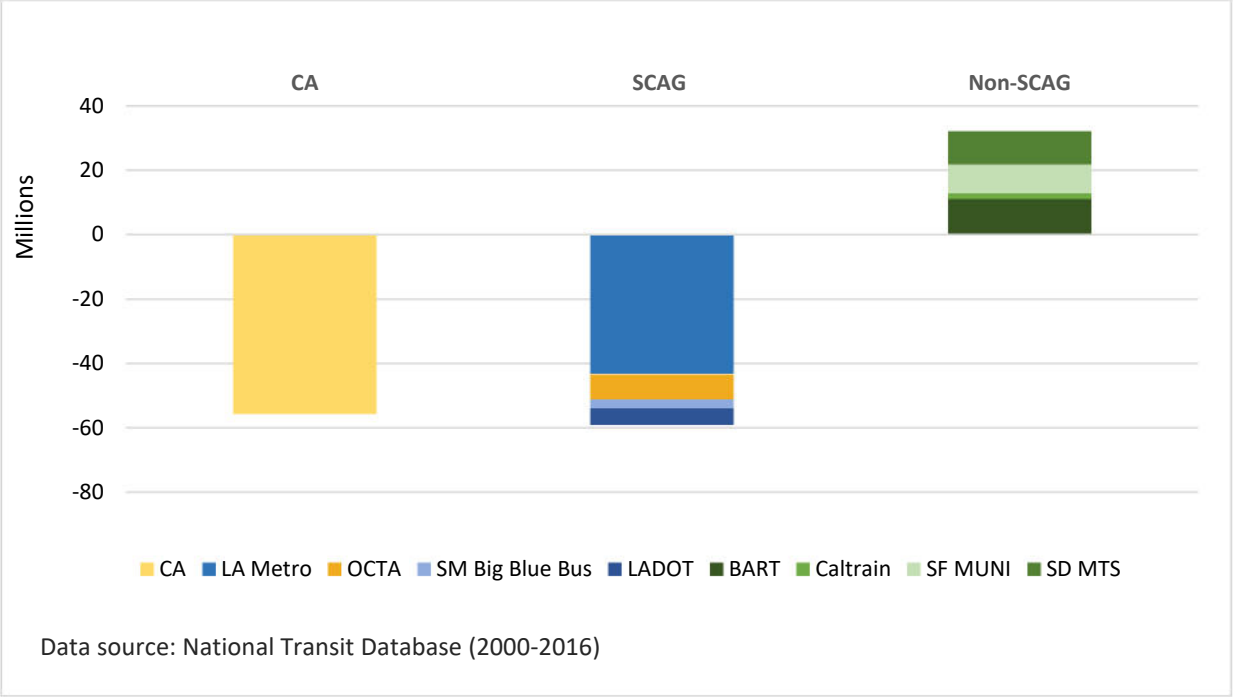


Figure 5. CA net change in ridership (2012-2016). *Losses in CA are driven by losses from the largest operators in the SCAG region, while Bay Area region saw growth in ridership.*

Within the SCAG region, transit trips (and lost trips) are similarly geographically concentrated. We can illustrate this concentration in a number of ways. For example, the CHTS shows that in 2012 82 percent of the transit trips in the SCAG region were in Los Angeles County. Another 8 percent were in Orange County, and the remaining ten percent were spread over the other four counties.

A second way to measure concentration, which allows us to examine smaller levels of geography, is to use census data and map the location of the region's transit commuters. While commuters are not the majority of transit riders, they do tend to use transit frequently and intensively, and we have high-quality data about their residential locations. Those locations are intensely concentrated. In 2000, 2010, and 2015, 60 percent of the SCAG region's transit commuters lived in 20 percent of its census tracts, which represented (depending on the year) one to three percent of the region's land area. In all three years, ten percent of the region's transit commuters lived in one percent of the region's census tracts, which accounted for two-tenths of one percent (0.2%) of the region's land area.[4] (Note that even in these tracts, *most* workers do not commute via transit – 7 out of 10 use some other means.) Unsurprisingly, these tracts are overwhelmingly located in LA County, followed by Orange County.

A third way to illustrate the concentration of transit use is to examine transit trips by operator. Figure 6 shows that the ten largest transit agencies in the SCAG region account for 60 percent of all transit service

[4] Calculated from summary file data of the Decennial Census 2000, and the 2010 and 2015 ACS.

(measured in vehicle-revenue hours), and 80 percent of all transit trips. The smallest 60 transit operators, by contrast, account for just over 6 percent of service and just over two percent of trips.

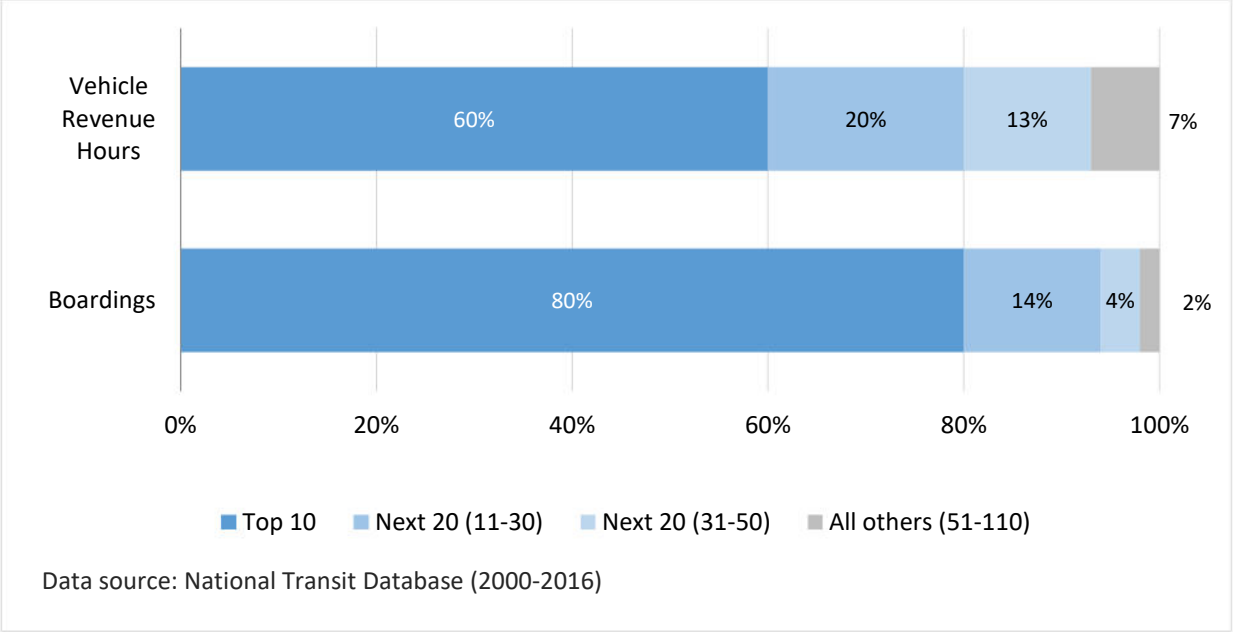


Figure 6. Key metrics by operator grouping. *9% of operators carry 80% of the trips*

Digging still deeper, the distribution of service and trips within these large operators is also highly skewed. LA Metro accounts for most of the SCAG region's trips, and LA Metro's ridership is itself highly concentrated. The agency has over 100 transit routes, but in both 2012 and 2016 over half of its total rides took place on 20 of those routes.[5] Metro's busiest routes are also, unsurprisingly, where the agency has suffered the largest ridership declines. A dozen Metro lines accounted for 53 percent of all the agency's lost rides between 2012 and 2016.

Putting all this information together, we see that declining transit patronage through 2016 in California is essentially declining patronage in Southern California, and that Southern California's ridership declines are themselves remarkably concentrated. As a result, the state's lost ridership can be traced to a small number of Southern California transit operators. Four SCAG operators (LA Metro, the Orange County Transportation Authority (OCTA), the Los Angeles Department of Transportation (LA DOT), and the Santa Monica Big Blue Bus) accounted for 88 percent of the state's ridership losses, and LA Metro by itself accounted for a remarkable 72 percent of the state's losses. Because LA Metro's losses are themselves highly concentrated, a dozen *routes* from LA Metro account for 38 percent of all the lost ridership in California. Half of California's total lost ridership is accounted for by 17 LA Metro routes (14 bus and 3 rail lines) and one OCTA route.

[5] Calculated from Metro ridership-by-line data, 2012 and 2016.

If we examine these routes more closely (Figures 7 and 8), we see that they include both bus and rail. Transit agencies nationwide – LA Metro included – have made substantial investments in rail service, but the bus remains the workhorse of public transit in the US, the SCAG region and LA County. Bus trips are 78 percent of all transit trips in California and 86 percent of transit trips in the SCAG region.[6] Given that buses carry the most passengers, it is not surprising that they have also seen the largest ridership declines, accounting for 84 percent of the lost rides between 2012 and 2016. While some bus routes gained ridership, the bus routes that lost riders lost more than the growing routes gained. The five bus lines with the largest declines were urban routes that travel in and out of downtown LA, while the five lines that gained the most ridership ran more outlying and circumferential routes.

Two Metro rail lines, meanwhile – the Gold and Expo – opened extensions after 2012, and partly as a result their ridership grew. But Metro's remaining rail lines, most of which also travel into downtown LA, saw steep ridership losses that exceeded the Gold and Expo Line's gains. The SCAG transit decline thus spans modes; it is not a simple story of buses falling behind while rail surges. Instead major routes that run into the heart of the city – the sort of routes where transit is traditionally strongest – are losing riders precipitously.

[6] Calculated from the 2012 California Household Travel Survey.

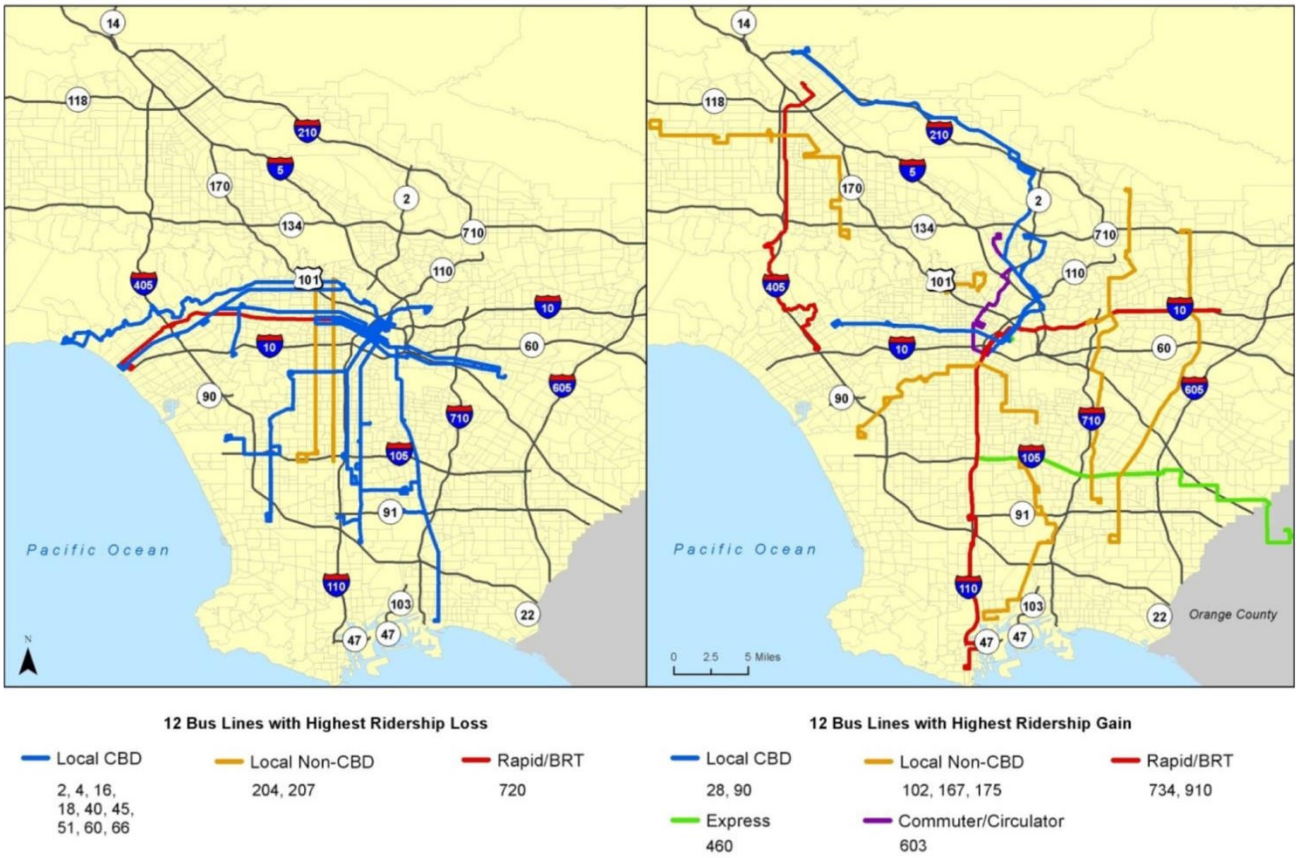


Figure 7. LA MTA: Bus lines with the most ridership change (2012-2016).



Figure 8. LA MTA: Net change in Ridership (2013-2016) by mode. *Buses made up 84% of loss and rail made up 12%.*

The Demographic Concentration of Transit Use in Southern California

Transit use in the SCAG region is concentrated among a small group of people as well as a small number of places. People ride transit for different reasons, but a common thread running through regular transit users is lack of access to a private vehicle. This trait is not universal; many commuter rail passengers, for example, could make their trips by car and choose not to, but commuter rail is a small portion of overall transit ridership. In general, transit ridership is powerfully associated with lack of vehicle access (Taylor & Fink, 2013). Note again, however, that this relationship is not symmetrical. While most regular transit users lack vehicle access, most people without vehicle access do not regularly use transit, in part because transit is unavailable in many places.

Lack of vehicle access might arise for economic reasons, for medical reasons, or out of personal preference or habit (Brown, 2017). The relationship between vehicle access and transit use could also run two ways. People might ride transit because they do not have a car (either they cannot afford a car or cannot use

one for medical or legal reasons) or they may not have access to a car *because* they ride transit (they live and work near high-quality transit and so need not spend money on vehicles).[7]

Non-economic reasons for lacking a vehicle include disabilities or medical conditions that prevent driving, and legal sanctions that forbid it (e.g. losing a license as a result of traffic infractions, or being in the country illegally). In Southern California, perhaps the largest non-economic source of low vehicle access is immigration. Even controlling for income, immigrants are less likely than the native born to have vehicles, and more likely to use public transportation. Why this is so remains something of a puzzle. Scholars have proposed various explanations, including immigrants' tendency to live in dense areas; their tendency to live in close-knit communities that allow for more communal resources, including sharing of cars; a habit of not driving carried over from the native country; and – if the immigrant is undocumented – legal barriers to owning and operating automobiles (Blumenberg & Smart, 2014; Chatman & Klein, 2009, 2013; Liu & Painter, 2012). The evidence suggests, however, that driving less and riding transit more is not universal among the foreign born – immigrants from some countries, particularly Mexico and many countries in Central America, are less likely than others to drive and more likely to ride (Chatman, Klein, & DiPetrillo, 2010). There is also substantial evidence that over time immigrants assimilate and begin to travel more like the native born, with more driving and less transit use (Blumenberg & Evans, 2010). Thus transit ridership cannot be sustained by immigration alone; it requires a steady stream of new immigrants from particular countries, who will arrive with a transit habit and replace those earlier arrivals who assimilate driving.

Economic reasons for lacking vehicle access can include both low incomes and the high cost of driving. In some parts of California, such as northeastern San Francisco, a combination of heavy congestion, high tolls, and scarce and expensive parking make the price of owning and operating a vehicle high, and encourage even affluent people to ride transit (notably, the same density that makes the city congested can makes transit service more effective by putting large numbers of trip origins and destinations within steps of transit stops). Yet there are few places in Southern California where driving is challenging in this way. Congestion is severe, but parking is abundant and often inexpensive if not free, and low-to-moderate densities make transit less able to effectively link many places. As a result, income becomes the principal determining factor in vehicle access, and thus of transit use.

Figure 9 uses CHTS data to illustrate the disproportionate propensity to use transit among the low-income, the foreign-born, and households with limited vehicle access. The figure's dashed vertical line represents the overall average of daily unlinked transit trips in the SCAG region, and the circle associated with each subgroup indicates its relative size in the overall population. The figure shows, in short, that transit use is more common among smaller segments of the population. African Americans and Hispanics ride transit about three times as much as Whites and Asians. Immigrants who have been in the country less than ten years ride substantially more than both the native-born and longtime immigrants who have been in the country longer. Households earning under $25,000 per year ride more than twice as much as households earning $25,000 to $50,000, and these households in turn ride twice as much as households earning over $50,000 annually. By far the largest differences, however, are those that represent vehicle availability. Households without vehicles take almost five times as many transit trips as households with one vehicle,

[7] These reasons might interact. People who cannot afford vehicles might choose to live near transit because of their lack of vehicle access (Glaeser, Kahn, & Rappaport, 2008).

and households with one vehicle take twice as many trips as households with two. If we measure vehicles per adult, households with one vehicle for every two adults take twice as many trips as households with one vehicle per adult. Finally, people without driver's licenses take many more transit trips than licensed residents.

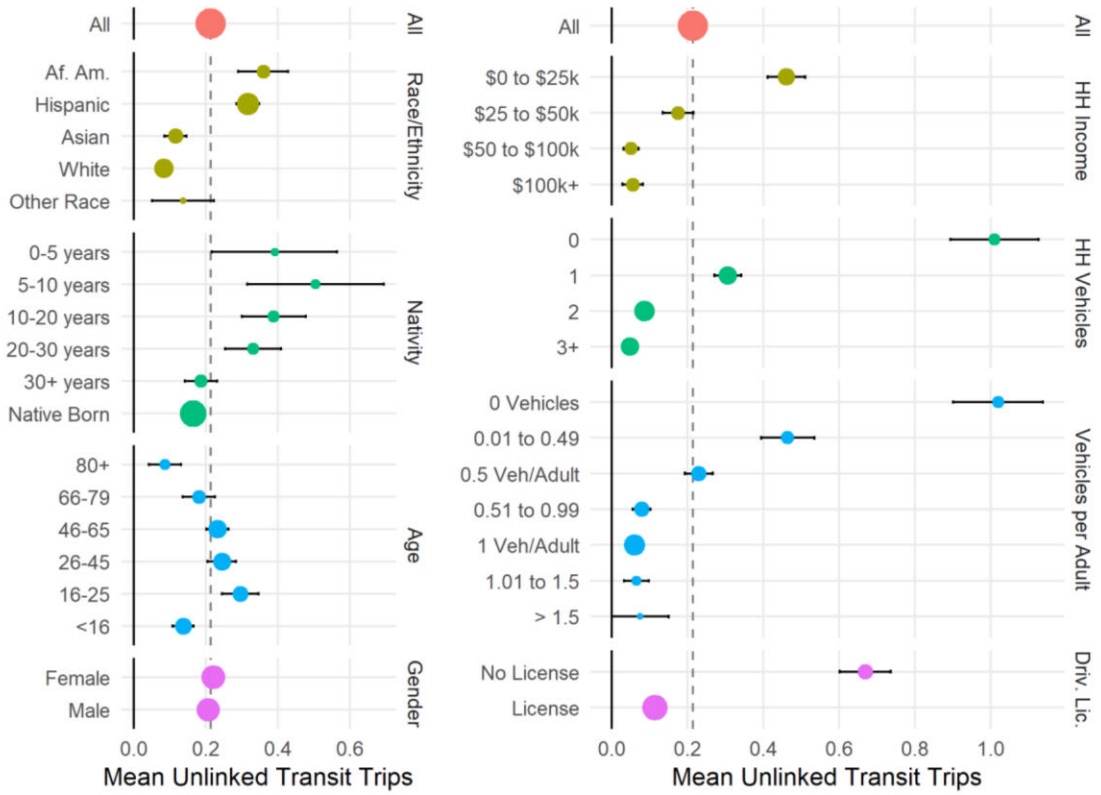


Figure 9. Mean transit trips by socio-economic characteristics and automobile access (CHTS).

The drawback of the CHTS, as we have mentioned before, is that it provides only one year of data. Table 1 uses LA Metro's annual rider surveys to show that the prevalence of people with low incomes and limited vehicle access on transit extends across years. We examine the 2005 survey (the earliest available) and then annual surveys from 2010 to 2016. Across both bus and rail riders, at least 69 percent of transit users (and often closer to 80%) report not having a vehicle available to make their trip. These proportions are higher for bus riders than rail riders, but even among rail riders between 58 and 65 percent (depending on the year) report not having a vehicle. The share of riders reporting not having a vehicle, furthermore, has grown over time.

In addition to limited vehicle access, Metro riders generally have low incomes and are strongly dependent on transit. Close to half of all surveyed LA Metro riders in each year have household incomes under $15,000. The median household income of riders hovers near $16,000, and the average income barely exceeds $25,000 in most years. In most years a strong majority of riders are habitual (riding over 4 days a

week) and a majority are longtime users (riding over 5 years). The riders are also overwhelmingly nonwhite.

All these characteristics make Metro riders – who are, again, most of SCAG's transit users – strikingly different from the population at large. The CHTS shows that in 2012, 73 percent of LA County residents took transit only occasionally or never, and the 2016 Census ACS shows that LA County residents are 26 percent non-Hispanic white, and that county median household income is $62,000. Only 5 percent of the county's households earn less than $15,000 per year. Thus SCAG's largest transit operator has for over a decade been dominated by low-income, nonwhite people with little vehicle access, people who live and move very differently from the typical Southern Californian.

	2005	2010	2012	2013	2014	2015
Share No Vehicle Available (%)	69	75	81	79	69	78
Bus Only	73	76	82	80	70	82
Rail Only	50	64	63	63	58	65
Share Earning Under $15k/Year			51	45	47	47
Median Household Income ($)			14,706	16,316	15,910	15,918
Mean Household Income ($)			26,025	25,540	23,223	25,747
Share White		8	9	10	9	9
Share Riding 5+ Days/Week		56	67	67	67	68
Share Riding 5+ Years		49	53	52	59	57

Source: Metro Rider Surveys. Not all questions asked every year. Dollars are nominal. "No vehicle" indicates that respondents lack access to a vehicle for the current trip.

Table 1. Characteristics of LA Metro riders, 2005-2015.

The importance of vehicle access is reinforced by evidence from other transit operators. A small operator in the SCAG region, the Montebello Bus Lines, surveyed residents (not just riders) in 2016. Most respondents did not ride transit, and 55 percent of non-riders said they would only ride if they lost access to their car. Most people who did ride did not have access to a vehicle (Diversified Transportation Solutions 2015). In 2016, the OCTA also surveyed Orange County residents about their travel behavior. The results were similar. Only three percent of people who always had vehicle access listed transit as their primary travel mode, compared to 33 percent of people who never had a vehicle (True North Research 2015).[8]

The OCTA survey also stands out for usefully disaggregating "lack of vehicle access," and demonstrating that vehicle access is not the same as vehicle ownership. Over 70 percent of OCTA transit users had a car in their household, but the car was not available to them. In most instances it was being used by someone else, but 19 percent of current riders were unable to drive, and another eight percent reported having a vehicle that was not working (True North Research 2015). People in households with vehicles can still lack

[8] Note that 2/3 of people without vehicle access still did not use transit regularly.

vehicle access. If a household has more adults than vehicles, and if most adults move around on most days, then someone is without a car, and the odds of using public transportation rise.

We emphasize again, however, that most people simply do not use public transportation very often. The four panels of Figure 10 use 2012 CHTS data to divide the California, Southern California, and LA County populations into three groups: *Transit Commuters* (respondents who use transit for the journey to work); *Transit Non-Commuters* (respondents who used transit in the week prior to the survey but do not use transit for the journey to work); and *Infrequent Transit Users* (respondents who do not use transit for the journey to work and did not use it in the previous week).

In general, and unsurprisingly, transit use is more intensive in the SCAG region than in California, and more intensive in LA County than in the SCAG region. Beyond this difference, the patterns relating to these three types of users are generally consistent across the three geographies. *Transit Commuters*, who garner perhaps the most attention from public officials and transit planners, ride most frequently (44 to 49 trips per month), but are a very small share (2% to 3%) of the population; as a result, they account for just 25 percent to 30 percent of all transit trips taken, despite their frequent use. *Transit Non-Commuters* ride transit less frequently (11 to 16 trips per month) than *Transit Commuters,* but account for a much larger share (20% to 23%) of the population, and as a result they actually account for over half (54% to 57%) of all transit trips. Finally, *Infrequent Transit Users* ride little or not at all, averaging only 0.9 to 1.5 trips per month across the three geographies. This group, however, comprises about three-quarters (73% to 78%) of the population, and because of this large base, *Infrequent Transit Users* account for better than one in seven (16% to 18%) of all transit trips.

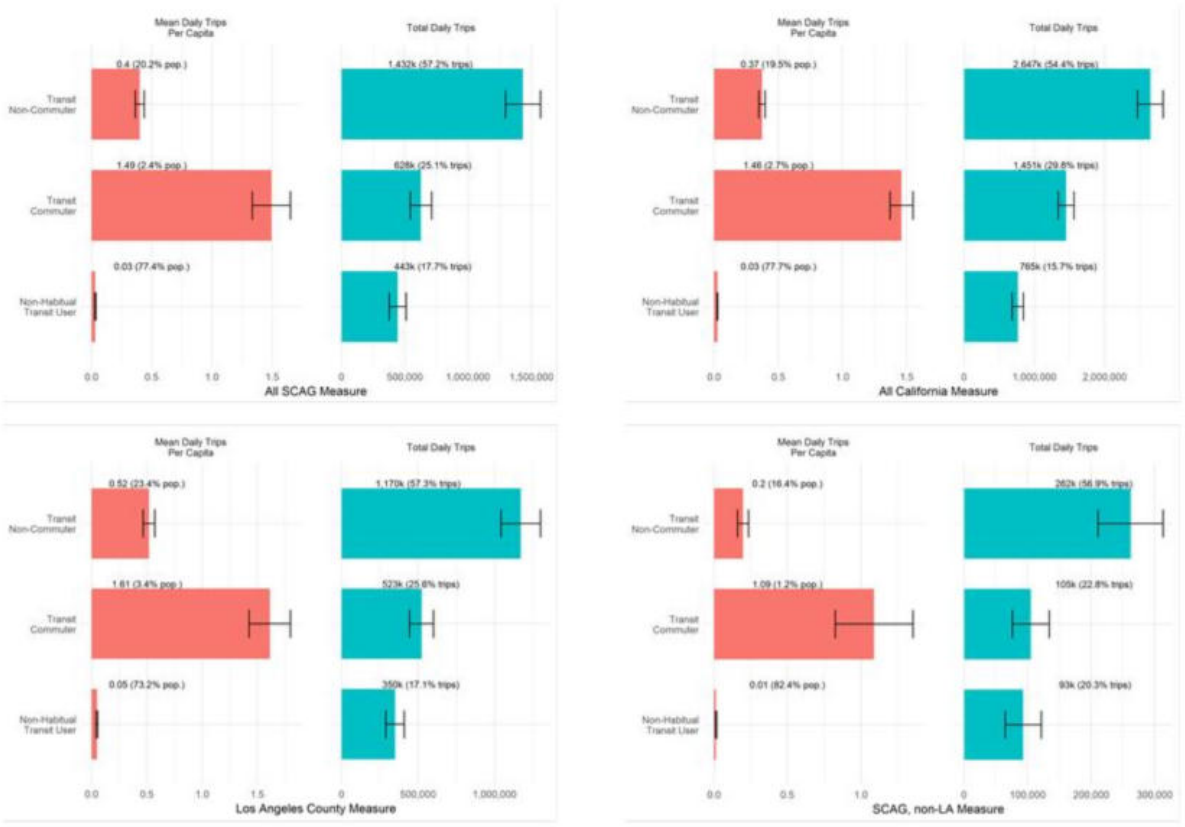


Figure 10. Mean and total daily trips by transit user group for the SCAG region, California, Los Angeles County, and non-Los Angeles SCAG region.

This snapshot of transit users is a picture of asymmetry, and this asymmetry suggests how transit ridership can fall dramatically and seemingly suddenly. The people who ride transit regularly are a narrow segment of the population. They come disproportionately from households with two or more adults per available vehicle, and especially from households with no vehicles. They have lower incomes, on average, and are more likely immigrants, young adults, and African-American or Latino. Many of them do *not* ride transit to or from work; transit commuters are just three percent of the population, and 13 percent of regular transit riders. The transit industry is thus heavily-dependent on a small subset of people, and very sensitive to even small changes in how those people choose to move around.

EXAMINING SOUTHERN CALIFORNIA'S DECLINE IN TRANSIT USE

Transit ridership can fall for multiple reasons. For convenience we divide these reasons into two categories: factors that transit operators (funding permitting) can control, and factors they cannot. We take these up in turn.

Factors Within Transit Operators' Control

The Quantity and Quality of Transit Service

People will ride transit less if service is slow, infrequent, or unreliable, and/or if rides are difficult or dangerous to take. As the quantity or quality of service falls, ridership should fall as well.

The Quantity of Transit Service

Some observers contend that recent drops in transit ridership can be tied directly to declining service quantity. For example, Hertz (2015) ties falling transit ridership to cuts in bus service, and articles in both the Wall Street Journal (Harrison, 2017) and New York Times(Rosenthal, Fitzsimmons, & LaForgia, 2017) make similar arguments. Freemark (2017) argues that LA's declining bus ridership is a function of Metro's falling service levels, and observes that average bus speeds fell 13 percent between 2005 and 2013.

Service levels certainly have a strong influence on ridership, even controlling for reverse causality – the fact that places with more riders often add more service (Alam, Nixon, & Zhang, 2015; Taylor, Miller, Iseki, & Fink, 2009). But service levels can be measured in many ways; two of the most common metrics are vehicle revenue miles (VRMs) and vehicle revenue hours (VRHs). VRM measures the distance transit vehicles cover while in service, while VRH measures the amount of time vehicles are in service. Both Hertz (2015) and Harrison (2017), in relating falling ridership to service declines, measure service using VRM. VRM alone, however, can be a problematic measure of transit service. In practical terms, VRM differentiates faster, longer-distance commuter services from lower speed local service. VRH, in contrast, measures the supply of different kinds of services (local bus service, bus rapid transit, rail transit, express bus, commuter rail, etc.) more similarly. VRH differentiates less among modes and service area types because the time between stops often varies far less than the distance travelled between them. A dozen stops spaced far apart in uncongested outlying suburbs can take a similar amount of time to serve as a dozen closely-spaced stops in a congested urban environment. The miles covered on the two routes will vary greatly, but the time required to serve them may not.

As a result, falling VRM *can* indicate service cuts, but can also reflect transit vehicles operating in higher levels of congestion, or agencies increasing local service rather than express service, or agencies redirecting service from outlying areas to central areas.

For example, if a transit agency shifts service from outlying suburban routes that travel longer distances at higher speeds to shorter, slower urban routes, VRM would almost certainly fall, as would average speed. But VRH may not change. Vehicles moved to dense areas typically cover less ground, but also move more slowly, stop more frequently, and dwell longer at each stop to allow more people to board and alight. In this case a "cut" in VRM would not necessarily be associated with a cut in VRH, and could actually deliver more service to more people.

In short, falling VRM is hard to interpret without also examining VRH. If VRM and VRH fall at roughly the same rate, then service is likely falling absolutely. But VRM falling substantially more than VRH suggests a change in service deployment or operating conditions (such as worsening congestion), rather than a service cut.

With this as background, we can consider the SCAG region's recent trends in VRM and VRH; we will show that rates of change in VRM and VRH have generally not been in concert. Figure 11 shows the relative trends in total VRM for the US, California, the SCAG region, and the SCAG region excluding LA Metro or OCTA between 2000 and 2016.

While VRM has increased across all four geographies, it has grown faster in the SCAG region than the U.S. or California as a whole, and faster still among SCAG's smaller transit operators – suggesting a relative shift in service delivery from LA Metro and OCTA to the smaller operators.

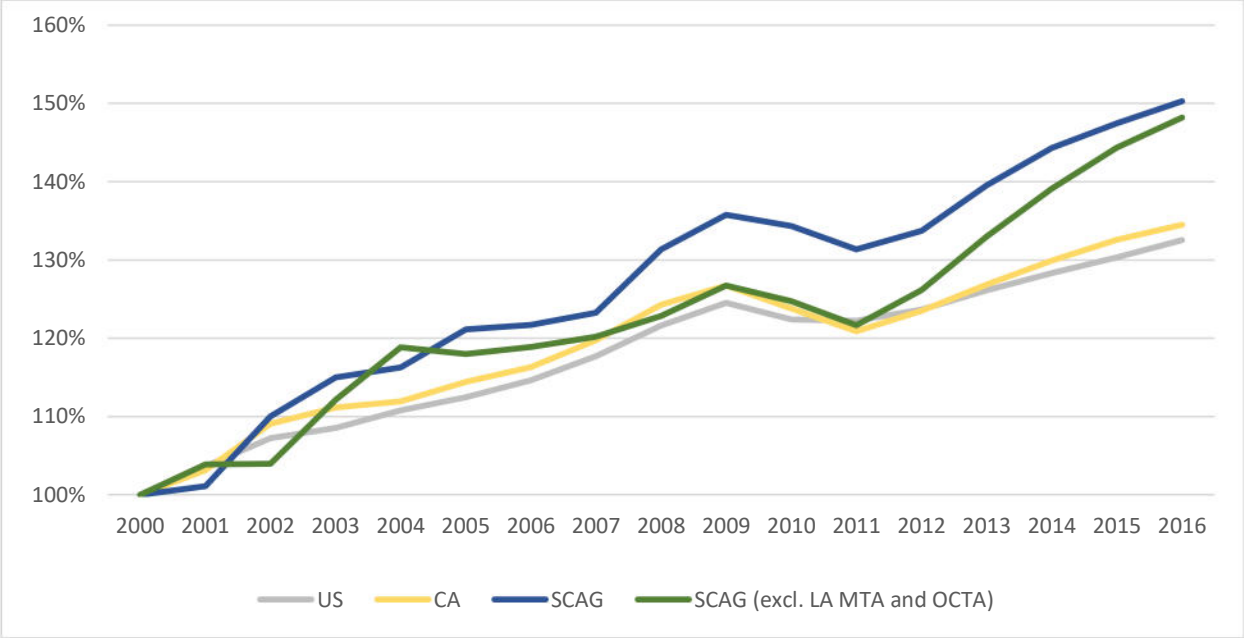


Figure 11. Indexed vehicle revenue miles. *Growth in service in the SCAG region outpaces national and state trends; within the SCAG region, all other operators have collectively added service at a faster rate than LA MTA or OCTA.*

This pattern is confirmed if we examine absolute VRM trends in the SCAG region separately for LA Metro, OCTA, and the remaining SCAG operators (Figure 12). Overall transit VRM has been growing for all three groups, but growing faster at the smaller operators.

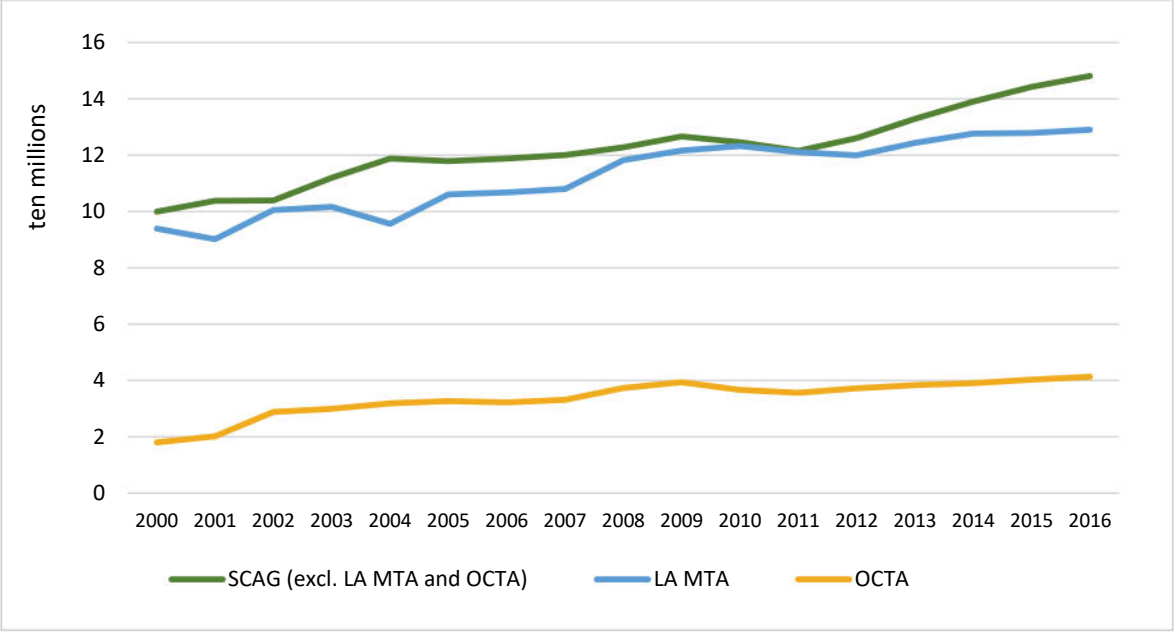


Figure 12. Vehicle revenue miles. *Service levels for LA MTA matches aggregate service provision for all other operators in the region (minus OCTA). Service is growing faster in the SCAG area excluding LA MTA and OCTA than at LA MTA or OCTA.*

While VRM rose in the aggregate from 2000 and 2016, it has not been climbing for all modes. Figure 13 shows the roller coaster that has been the VRM trend for local bus service over this period: Significant growth between 2000 and 2005, little change between 2005 and 2009, a steep drop between 2009 and 2013, and slow growth from 2014 to 2016. Rail service, in contrast, has been steadily rising, especially light rail (Figure 14).

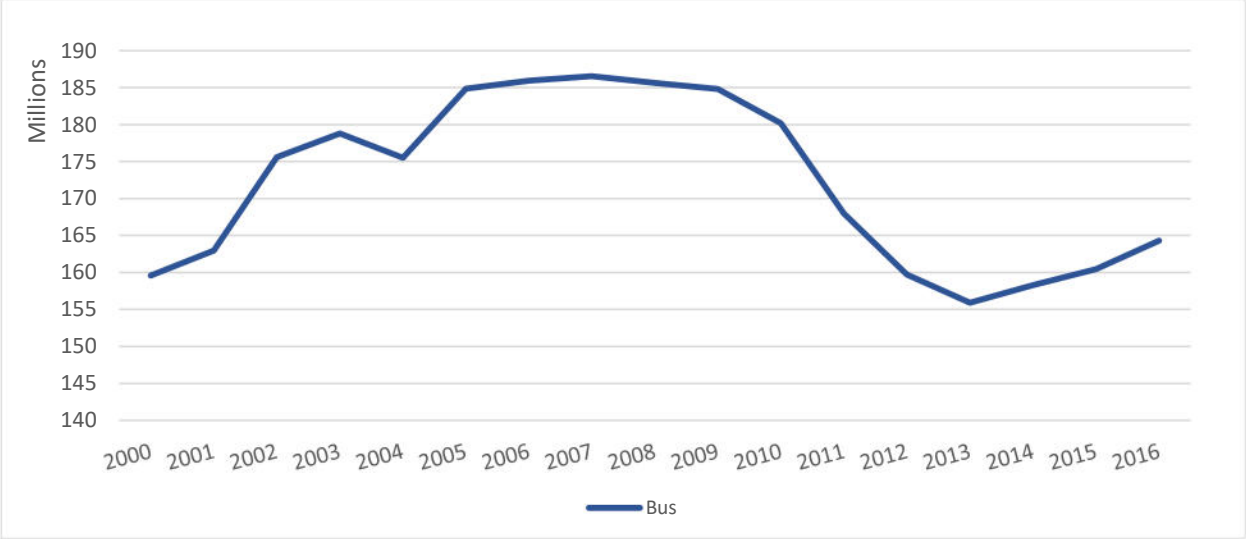


Figure 13. SCAG region: VRM for bus. *Service in miles traveled dropped by 15% between 2007 and 2013. Service has increased since. Hours of service has also declined, but not as rapidly as miles of service, indicating that service is cut on suburban bus lines.*

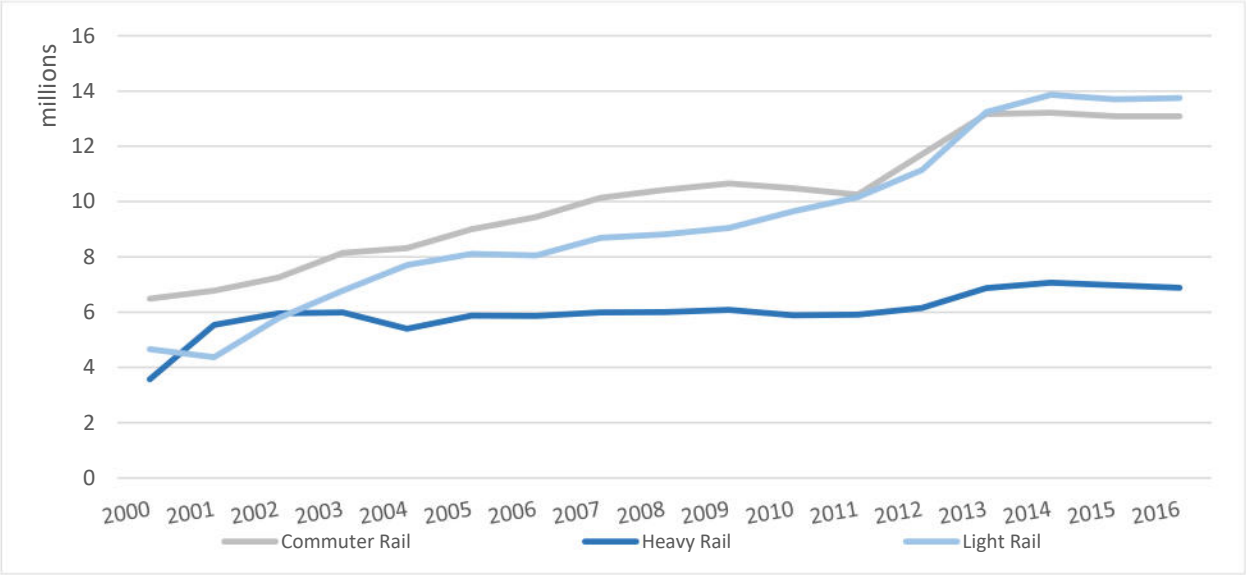


Figure 14. SCAG region: VRM for rail. *Substantial service increases for all commuter and light rail since 2000.*

If we examine service hours (VRH), we see similar aggregate trends. VRH rose from 2000 to 2009 in the US, California, and the SCAG region, fell from 2009 to 2011 during the Great Recession, and then climbed again across all three geographies through 2016 (Figure 15).

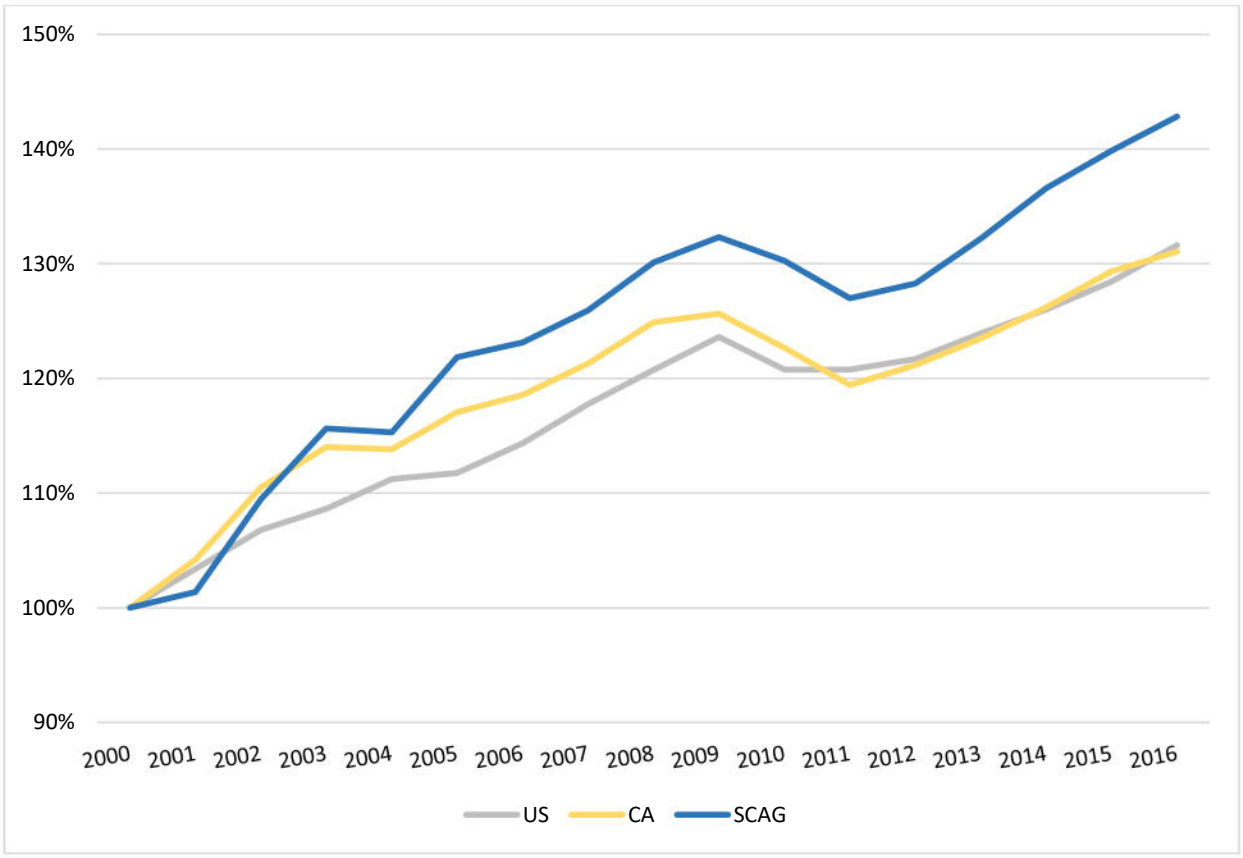


Figure 15. Indexed vehicle revenue hours. *Growth in service in the SCAG region outpaces national and state trends.*

Figure 16 shows the percent change in vehicle revenue hours over two time periods – 2005 to 2016 and 2010 to 2016 – across three geographies (US, California, SCAG region) and across four types of SCAG-region transit operators (Largest, Large, Medium, and Small). The figure shows that VRH increased during both time periods across all three geographies and all four operator types. It also shows, however, that VRH grew least among the largest operators that have lost the most riders, while it increased much more among the smaller operators.

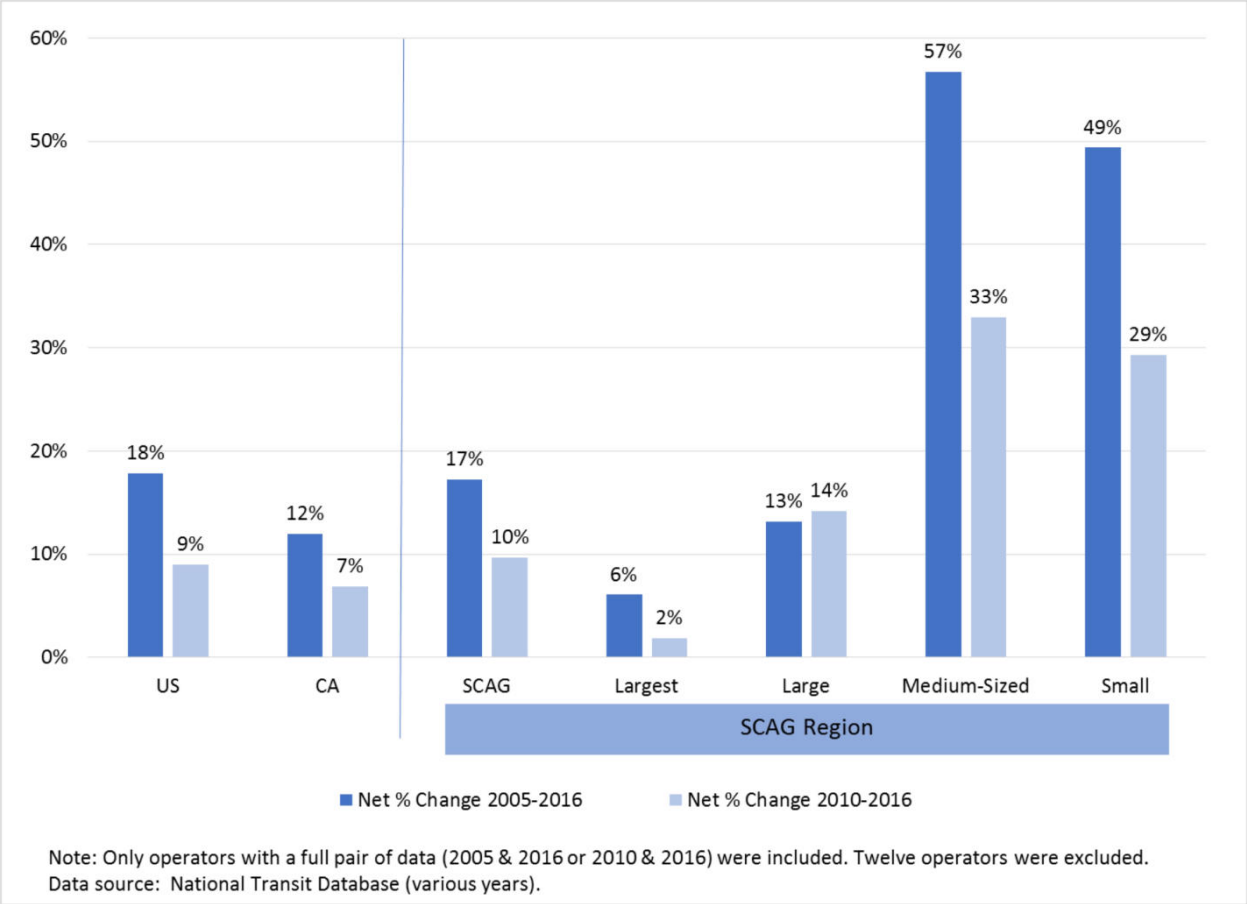
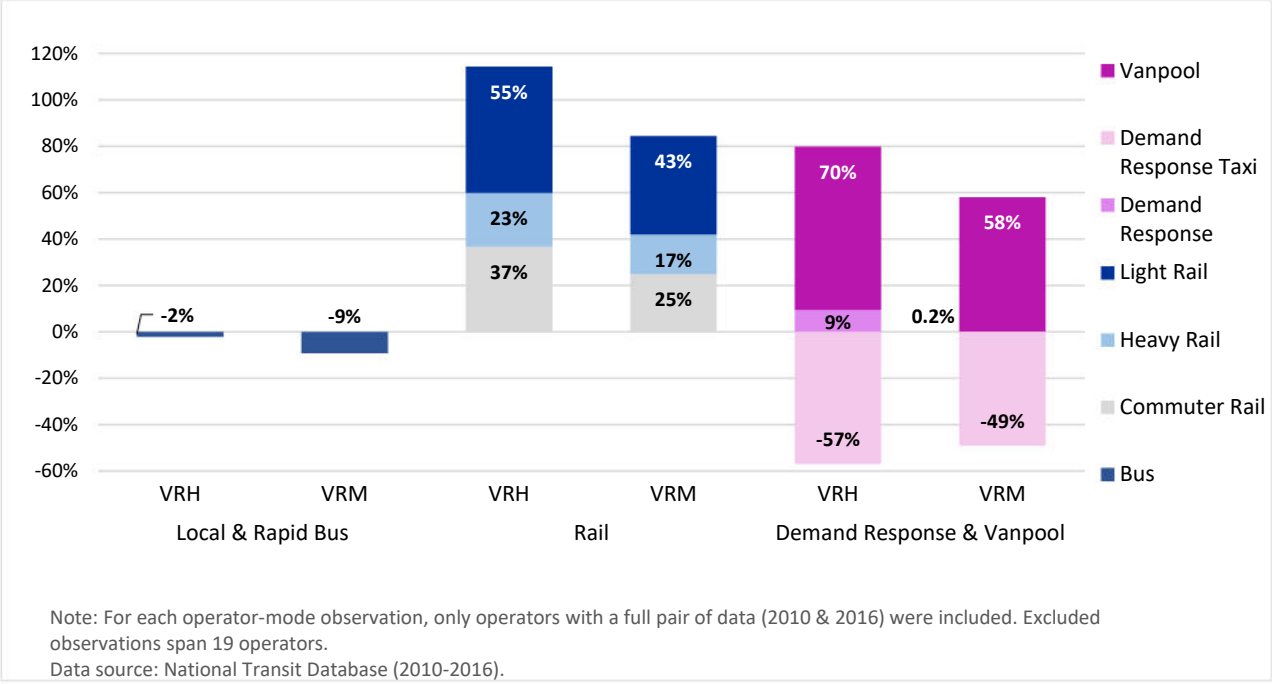


Figure 16. Changes in indexed vehicle revenue hours by region and SCAG transit operator size: 2005-2016 & 2010-2016. *Service growth among the largest SCAG operators was lower than national, state, or regional averages, and much small than smaller SCAG-region operators.*

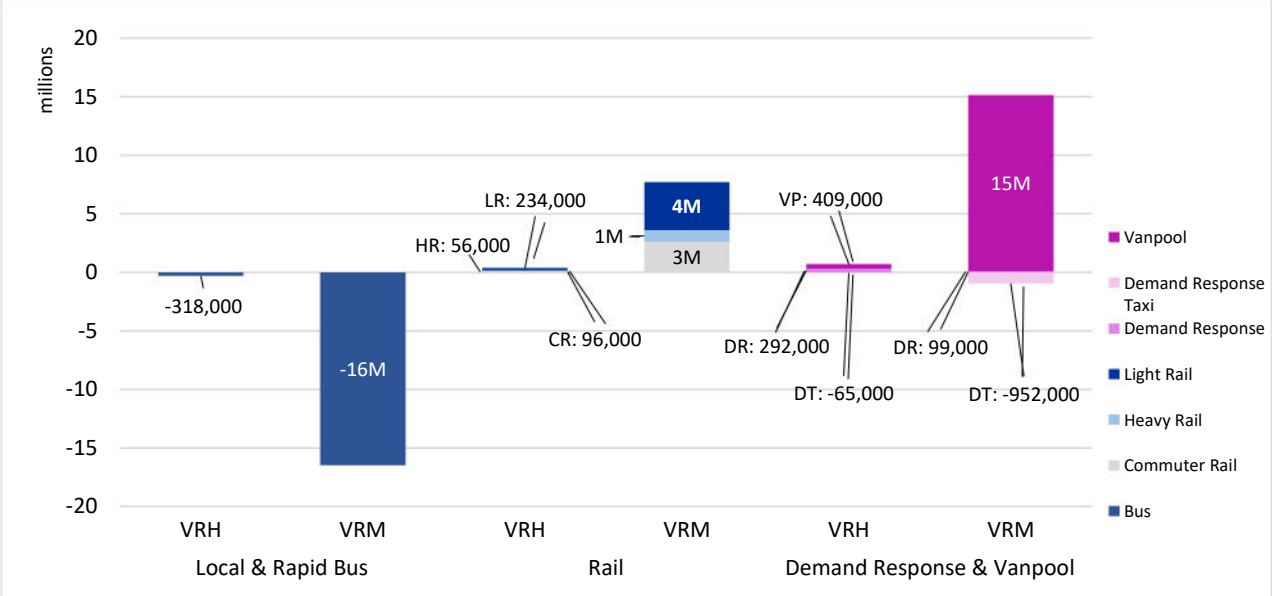
Finally, Figures 17 and 18 show the absolute and relative changes in VRM and VRH by mode between 2010 and 2016.[9] The figures show substantial overall shifts in service among modes, with local bus, rapid bus and demand response taxi service declining, while rail, commuter bus, and vanpool service increased. In absolute terms, local and rapid bus service declined most, while commuter bus and vanpool grew most; in relative terms, rail transit grew most while demand response fell most.

[9] Note that because Figure 17 shows absolute changes in both VRM and VRH on the same Y-axis, the VRM changes appear to be substantially larger than the proportional differences shown in Figure 16. These apparently large differences are mostly an artifact of transit service moving anywhere from about 6 (for the slowest urban bus service) to 40 (for the fastest commuter rail service) miles per hour, on average. This means that, for example, a one million VRH increase might be expected to have a corresponding 10 million or more VRM increase.



Note: For each operator-mode observation, only operators with a full pair of data (2010 & 2016) were included. Excluded observations span 19 operators.
Data source: National Transit Database (2010-2016).

Figure 17. Percent change in service (hours and miles) by mode: SCAG region 2010-2016. *Rail and vanpool have largest % gains, and service is added in the urban core, rather than to outlying areas. Bus service hours were slightly reduced, and came from outlying areas.*



Note: For each operator-mode observation, only operators with a full pair of data (2010 & 2016) were included. Excluded observations span 19 operators. Data source: National Transit Database (2010-2016).

Figure 18. Change in service (hours and miles) by mode: SCAG region 2010-2016. *A 9% reduction in bus service miles is equivalent to 16.5 million bus service miles cut. Vanpool had the most service miles added, reflecting the longer commutes that vanpool serves.*

Overall, these shifts in service provision reflect both the choices and mandates of public policy. For better than three decades Southern California, and Los Angeles County in particular, has chosen to invest heavily in new rail services. As these new services have come on line, they account for a growing share of the region's transit service. Second, federal civil rights legislation, in the form of the Americans with Disabilities Act, has mandated the delivery of both accessible and demand-response transportation services to a growing and aging population. In combination, these choices and mandates have shifted transit service away from buses and toward rail and van services.[10]

What do these changes in transit service supply mean for transit patronage? First, Figure 19 shows the trends per capita VRH and per capita transit boardings over the past quarter century in the SCAG region. Transit service supply has been mostly climbing in the SCAG region for better than a quarter century, while transit use has never reached the 1991 levels. Given this, there is no *prima facie* case that faltering transit service supply is driving down patronage.

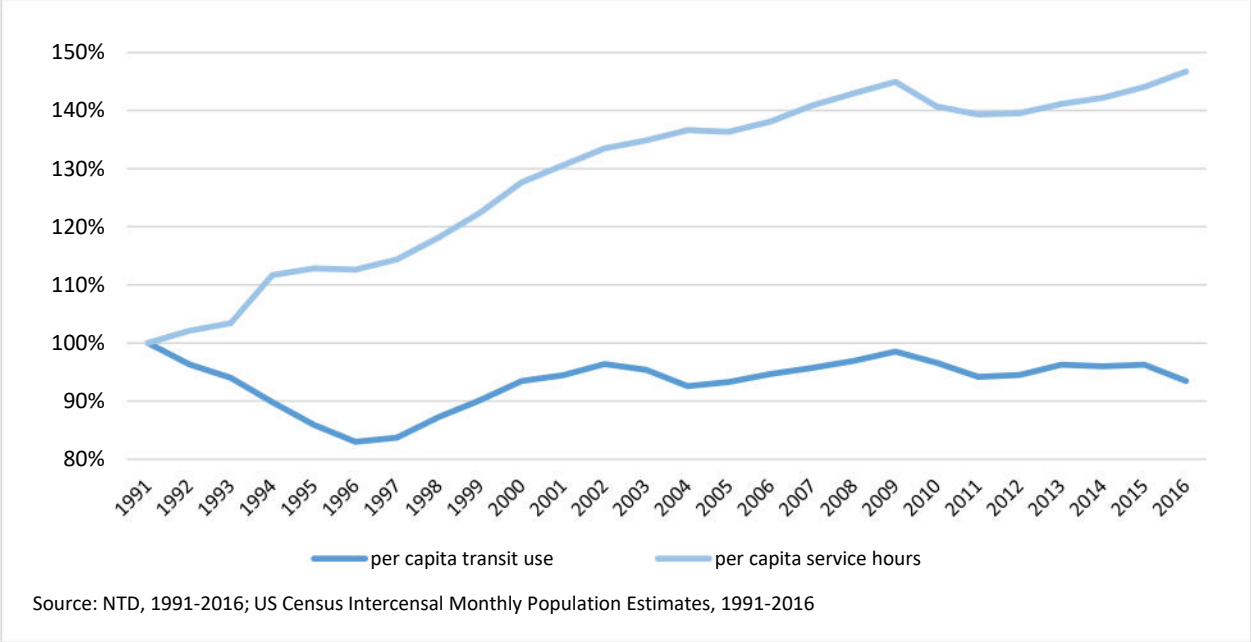


Figure 19. Transit trips and transit supply (1991-2016). *Per capita transit supply has increased 34% since 1991, while per capita transit use has not changed much.*

[10] Though not directly relevant to our question, these shifts have significant budgetary implications beyond just the deployment of various services (Taylor, Garrett, & Iseki, 2000). Local bus and bus rapid transit services (with the exception of those operating in exclusive rights-of-way) tend to be the cheapest to deliver and require the smallest per passenger subsidies. By contrast, the annualized capital plus operating expenses of rail transit tend to be substantially greater per passenger, while the per passenger subsidies for ADA demand response services tend to be the highest of all.

As a final way to examine the relationship between service levels and ridership, we examine the shifts between modes that occurred within the region's largest transit operator, LA Metro. Doing so allows us to address the possibility that aggregate increases in services are masking drops in those types of services— such as buses— that most transit riders rely on. The figures below show the indexed trends in boardings, service (VRH), and productivity (boardings/VRH) for LA Metro bus (Figure 20) and rail (Figure 21) service from 2000 to 2016, and demand response service (Figure 22) since 2008. For local bus and BRT service, transit service supply has tended to follow, rather than lead, changes in ridership — at least through 2014. Beginning in 2014, bus service rose slightly while boardings plunged. Rail service, not surprisingly, has increased more than 150 percent since 2000, and ridership has increased as well, though more slowly. Both service and patronage have tailed off since 2014, but largely in concert— there is no obvious sign of one leading the other. Finally, demand response and van service supply has grown steadily since 2008; boardings increased steadily, albeit more slowly than service, through 2015. Over the past year, service continued to gradually climb, while patronage began to fall.

Collectively, these data offer little evidence that service cuts are driving away customers. Instead service expansion has been accompanied by less ridership, with the main result being lost productivity, particularly for rapidly expanding rail and van services. Rail and van productivity (measured as boardings per VRH) has eroded steadily since 2009, while the service effectiveness of local bus and BRT service began dropping later (and more precipitously) in 2014. Falling service does not seem to be the culprit for falling ridership; falling ridership, in concert with expanding service, is the culprit for falling productivity.



Figure 20. LA MTA: Indexed bus and BRT boardings, service, and productivity. *Declining ridership since 2007, with services' slow growth in the post-recession period leading to declining productivity.*

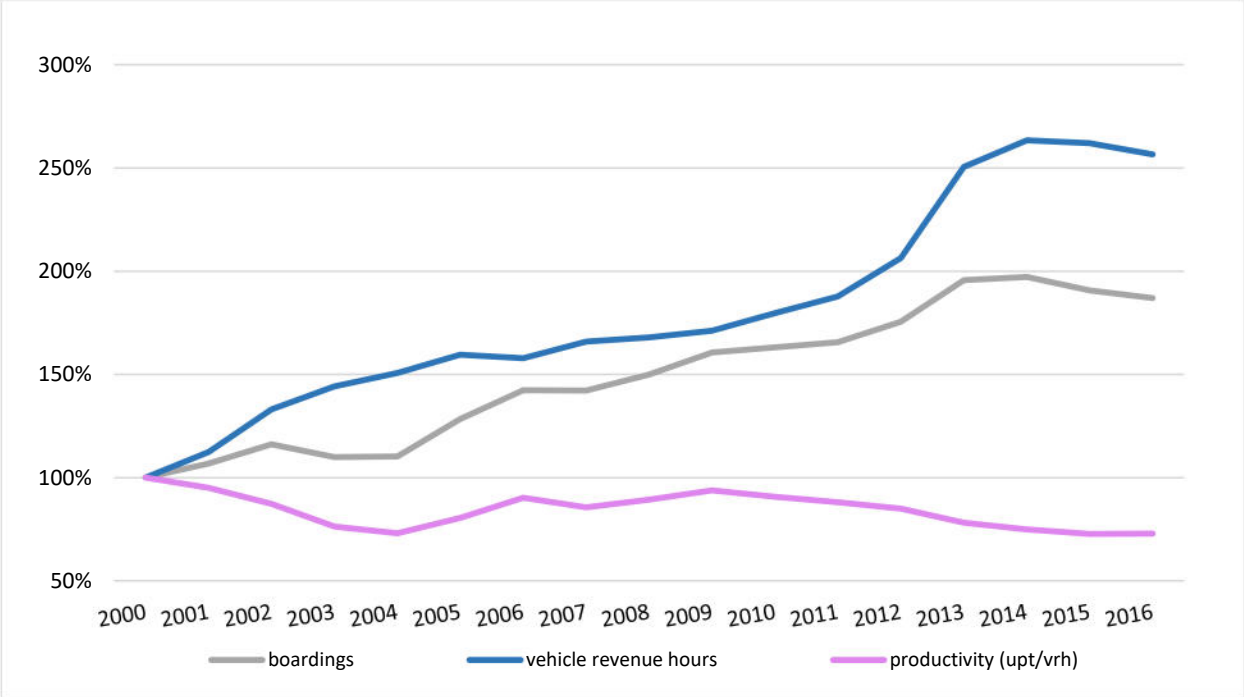


Figure 21. LA MTA: Indexed rail boardings, service, and productivity. *Light rail service doubles with the opening of the Expo Line. Boardings do increase, but slower than the amount of service added.*

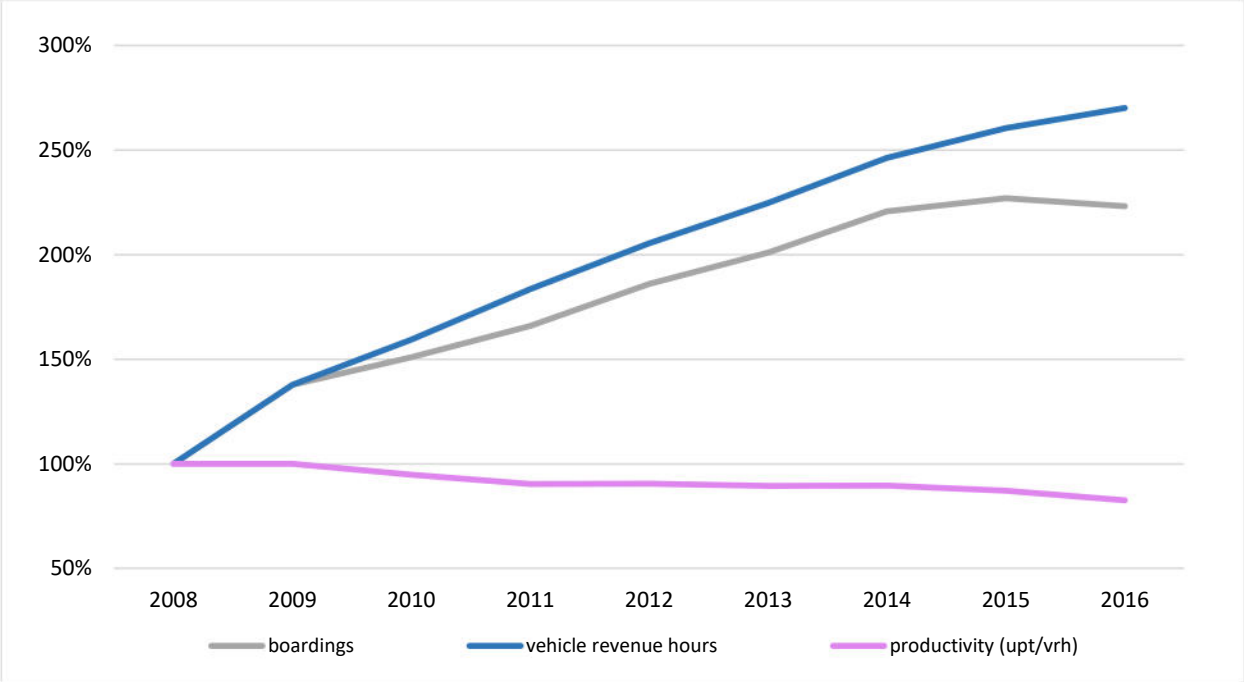


Figure 22. LA MTA: Indexed demand response boardings, service, productivity.
Ridership more than doubled, while service increased by 2.8x.

The Quality of Transit Service

Even if transit quantity does not change, transit quality might. Transit quality has no specific definition, but we can divide it into speed, reliability, and experience. Speed measures how quickly transit vehicles move throughout the region. Reliability is a measure of on-time performance: Do vehicles arrive and depart when they are supposed to? Experience is a measure of how safe or comfortable people feeling during their transit journey, including the time they spend waiting for and transferring among their buses and trains.

Local bus and BRT service in the SCAG region has been slowing down over time. This slowdown is likely a result of many factors, including worsening congestion, shifts from faster suburban to slower urban service, shorter stop spacing, and longer stop "dwell" times to load and unload passengers. Whatever the underlying causes, region-wide bus vehicle speeds declined five percent between 2000 and 2010, and another eight percent between 2010 and 2016, for a total drop in speed of nearly 13 percent over 16 years. By comparison, rail transit speeds were down only two percent between 2000 and 2016.

Falling speeds slow travel times, and if operators do not counteract falling speed by adding more vehicles, then headways (the time between vehicle arrivals at a stop) will rise. Rising headways make transit less attractive by increasing average wait times at stops and lengthening the times of transfers among vehicles. Research has shown that transit passengers find waiting for busses and trains to be especially burdensome, so increased headways can undermine the quality of transit service even if the quantity (in terms of vehicle revenue hours of service) stays unchanged (Iseki & Taylor, 2009).

The SCAG region has 41 transit agencies that operate fixed-route general public service, and on-time performance naturally varies across them.[11] Measuring reliability for all or even most of these operators is therefore beyond the scope of this report. We can, however, examine reliability for LA Metro, which again accounts for the lion's share of the SCAG region's transit trips and lost trips.

Historically, Metro has been unreliable relative to other large transit agencies. A 2008 study by the agency showed that compared to 9 peer operators, Metro had both a lower on-time target and a lower on-time percentage (a vehicle is considered "on-time" if it is less than 5 minutes late). Metro aimed to have 70 percent of its vehicles arrive on time, and attained a rate of 63 percent. In comparison, New York attempted an 83 percent on-time rate and attained an 82 percent rate (Flowers & Snoble, 2008). Metro's reliability problems occur almost entirely on buses, which can easily become trapped in congestion (and which, of course, can also exacerbate congestion).

In the intervening years, however, Metro's on-time performance appears to have improved substantially. An analysis of Metro data by local reporters (Mendelson, 2015) suggests that from 2010 to 2015 Metro rail maintained a 99 percent on-time rate (with subways being late 1 stop out of 200, and light rail 1 stop out of 50), while the buses improved their on-time rate to 81 percent. We say "appears" because this discussion comes with an important caveat: Reliability is a function of the conditions in which buses and trains operate, the efficacy of the bus and train operations, and the schedule that sets the performance expectations. Controlling for conditions or operations, schedules that assume few traffic disruptions and little layover or recovery times can be difficult to meet, while those that assume slower speeds and provide generous layover and recovery times at the ends of routes are easier to meet.

As a result, transit operators can improve measured reliability in two ways. The first involves steps like better field supervision, quicker boarding and alighting procedures that reduce dwell times, and giving buses their own lanes in chronically congested districts. All these steps can change operations, and lower the variability of travel times. But the second way to improve reliability is to change the schedule, by factoring in more slack. Doing so is not necessarily disingenuous, and may simply reflect the challenges of operating in heavy congestion. Adding slack to schedules can allow vehicles to maintain performance even in the face of disruptions (severe congestion, crashes, crowds of people boarding or alighting at particular stops, and so on). The downside to this approach, however, is that too much slack in the schedule might increase reliability on paper but manifest as poorer-quality service in the eyes of riders. As slack increases average vehicle speeds fall, headways rise, and so do timepoint holds (instances where vehicles wait at stops so as not to run ahead of schedule). A service that is on-time because its schedule makes it less frequent is not a high-quality service.

We could not, with the data and time available to us, determine if Metro's schedule adherence improved because its buses met the existing schedule more often, or because schedules themselves were changed. If bus performance improved on the street as opposed to on paper, then we would have little reason to think service reliability was a large factor in falling ridership – bus ridership would have fallen even as schedule adherence increased. But we cannot say for certain that this occurred. We do know, however,

[11] With another 69 systems operating demand-response and other types of transit services, for a total of 110 regional transit service providers.

that rail ridership fell even as rail maintained a near-perfect on-time record. So we have some reason to think that service reliability did not play a large role in the ridership downturn.

We should also note that the advent of mobile apps that track transit vehicles in real time may have diminished the problems caused by unreliable buses. Unreliability is a larger problem when it strands people at stops with little idea of when a vehicle will arrive. To the extent people can follow vehicles in real time and adjust their departures to minimize waiting, some of the worst aspects of irregular transit vehicle arrivals can be mitigated (Yoh et al., 2011). LA Metro has next bus and next train information at its rail stations and BRT stops, and real time information about local and express buses is available on multiple smartphone applications. Metro's 2016 rider survey shows that 51 percent of bus riders have a smartphone, and that 66 percent of these riders use the phone "very often" or "occasionally" to get information about Metro rides.

A transit vehicle that arrives on time can still have poor service quality, if the experience of using the vehicle – which includes walking to the stop, waiting at the stop, and riding – is unpleasant. Specifically, if people using transit feel unsafe or uncomfortable, ridership could fall (Delbosc & Currie, 2012; Iseki & Taylor, 2009). Safety perceptions are often gendered (Loukaitou-Sideris, 2015), and a slight majority of transit users in the SCAG region are women. Note that perceptions of safety are different from, and probably more important than, safety itself. Many behaviors that are not crimes, and that do not directly threaten other people, may nevertheless disturb people nearby, and can discourage them from using transit (Ellickson, 1996; Fink, 2012).

There is some reason to think that transit vehicles, stations, and stops in the SCAG region – and particularly along LA Metro routes – came to feel less safe to riders in recent years. In 2016, LA Metro surveyed former riders, and 28 percent said that the primary reason they stopped riding transit was that they felt either unsafe or uncomfortable. Unfortunately, this survey is not conclusive. Former transit riders are a hard group to reach, and there are responses in the survey that suggest that the overall sample may not have been representative. As a result, we cannot be certain that safety actually loomed so large for former riders. At the same time, even if the survey inflated safety concerns by a factor of two, a nontrivial share of former riders (14 percent) report leaving transit because they felt unsafe. And considerable anecdotal evidence suggests that in recent years transit users started to feel less safe — such reports prompted Metro to completely revamp its security procedures in 2017.

What might explain riders' perceptions that transit is less safe? Possibly some riders have *always* felt unsafe, and what changed was not conditions on transit but the option to leave (if people got access to vehicles or TNCs, for example). We do not discount this possibility, but will take it up later in this report. If we assume that perceptions of safety really did decline in recent years, one potential (and admittedly speculative) reason involves LA County's dramatic increase in homelessness after 2010. Table 2 shows changes in the LA County homeless population from 2005 to 2017, based on homeless counts done by the Los Angeles County Housing Services Administration. Homeless counts, and especially counts of the unsheltered homeless, are for obvious reasons prone to error. Nevertheless, the table suggests that homelessness, while not as severe today as it was in 2005, has in recent years both risen sharply and changed in composition. The unsheltered chronic homeless (people who are not just homeless but also have some sort of disabling condition) became a larger proportion of the homeless overall.

Year	All Homeless		Share	Chronic Homeless		Share
	Total	Unsheltered	Unsheltered	Total	Unsheltered	Unsheltered
2005	65,287	53,429	81.8%			
2007	59,956	39,168	74.0%			
2009	38,602	21,073	54.6%			
2011	39,153	20,157	52.4%			
2013	39,463	25,136	63.7%	7,475	6,652	89.0%
2015	44,359	31,025	69.9%	13,356	nd	nd
2016	46,874	34,701	74.0%	14,644	13,746	93.9%
2017	57,794	42,828	74.1%	17,531	13,321	93.1%
Pct Change, 2005-2017	-13.0%	-24.8%	-10.4%			
Pct Change, 2009-2017	33.2%	50.8%	26.3%			
Pct Change, 2013-2017	46.5%	70.4%	16.3%	57.4%	59.2%	4.4%

Source: Los Angeles Homeless Counts, Los Angeles Almanac
https://www.lahsa.org/homeless-count/reports
http://www.laalmanac.com/social/so14.php

Table 2. Changes in LA County homeless population, 2005-2017.

Homelessness— the simple condition of people being without housing— often arises from high housing prices that push some people out of the housing market (O'Flaherty, 1998). Chronic homelessness, however, which tends to be much more visible (in part because the chronic homeless are less likely to be sheltered) often has different underlying causes related to addiction or mental illness. In conversations with transit operators during the writing of this report, some mentioned the impact of California's prison realignment program, which led to many inmates being released from prisons and jails. The state's carceral institutions have traditionally held many mentally ill persons, and discharging them without any corresponding increase in other social services may have increased the number of people with addictions and disabilities living on the streets. No government entity tracks prison realignment's impact on homelessness, but some advocates estimate that up to 20 percent of the state prisoners discharged, and up to 10 percent of county jail inmates, have now become homeless(Holland, 2015). There is also small body of evidence, some academic and some journalistic, suggesting that the unsheltered homeless gather disproportionately around transit facilities. Transit vehicles can provide shelter and protection, while transit stops can provide a roof or even just a bench (Emmons, 2013; National Academies of Sciences, Engineering, and Medicine, Transportation Research Board, Transit Cooperative Research Program, & Boyle, 2016; Trevor, n.d.; Voorhees Center for Neighborhood and Community Improvement, 2016). To the extent some of these people use transit stops and transit vehicles as ad hoc shelters, and to the extent their presence or behavior disturbs others, realignment may have played a role in making transit seem less safe, and reducing ridership. We emphasize again that this line of thinking is quite speculative and warrants further research.

Transit Fares

Potential transit riders weigh the quality of a ride against its price. Like most goods, transit, even at constant quality, will become less attractive if its price rises, and more attractive if the price falls. The postwar high-water mark for transit in Los Angeles County occurred during a three-year program that cut bus fares in half from 1982 to 1985. When this program ended and bus fares returned to their previous levels, transit ridership fell substantially (Southern California Rapid Transit District, 1986).

The inverse relationship between fares and use, however, is complicated by two factors. First, the people who use transit the most – lower-income people with limited or no vehicle access – are generally more price sensitive in that they have less income, but *less* price sensitive in that they have few viable alternatives to transit. As a result, many transit riders are less sensitive to fare increases than one might expect given their incomes. Second, although every transit operator has a posted one-way fare, relatively few riders actually pay that rate, because agencies offer a variety of discounts and bulk payment mechanisms, including daily, weekly or monthly passes, youth and elderly discount passes, and so on that offer substantial discounts to particular classes of riders, including those who ride frequently (Yoh, Taylor, & Gahbauer, 2016). Heavy users who buy monthly passes will typically pay a per-ride rate much lower than the advertised fare. LA Metro's 2016 rider survey showed nearly half (49%) used a daily, weekly, or monthly pass, while about 25 percent paid a discounted fare.

Further complicating this issue is that transit fares can be calculated on a per-trip or per-mile basis. Arguably the most intuitive way to think about fare increases is per-trip: How much does a person pay to get aboard a vehicle? But once a passenger is on board, what follows might be a local bus trip of two blocks or a light rail trip of 22 miles. With the exception of commuter rail and some express bus routes, transit fares generally do not change with distance travelled. If the average fare to board a vehicle rises less quickly than the average distance of a trip, the per-mile fare could fall more than the per-trip fare rises, and transit may in a real sense become less expensive. For our purposes, the fare per trip is probably more relevant, as it is likely more salient to potential riders, but it remains worthwhile to consider both.

This wide array of payment methods and rates, and ways of considering these rates, makes calculating the actual fare paid by different classes of users beyond the scope of this report. We can, however, easily determine the average fare paid per boarding for a given system and the SCAG region, by simply dividing total fare revenues collected by either total boardings or passenger miles. While these metrics will fail to capture some of the nuances of fare payment among different types of users (they cannot completely control, for instance, the bulk discounts for heavy users of different lines) they are a measure of the fare payments actually made by people when they ride.

Figure 23 below displays the average inflation-adjusted fare paid per boarding across all transit systems in the US, California, and the SCAG region between 2002 and 2015. The figure shows, first, that the average transit fare paid is lower in the SCAG region than for California as a whole, which in turn is lower than the average transit fare paid nationwide. Second, the figure shows that the average inflation-adjusted fare paid per boarding in California began creeping up in 2012, and to a lesser extent in the US since 2013 and the SCAG region since 2015. Overall, however, the average inflation-adjusted fare per boarding in the SCAG region has been remarkably flat since 2002.

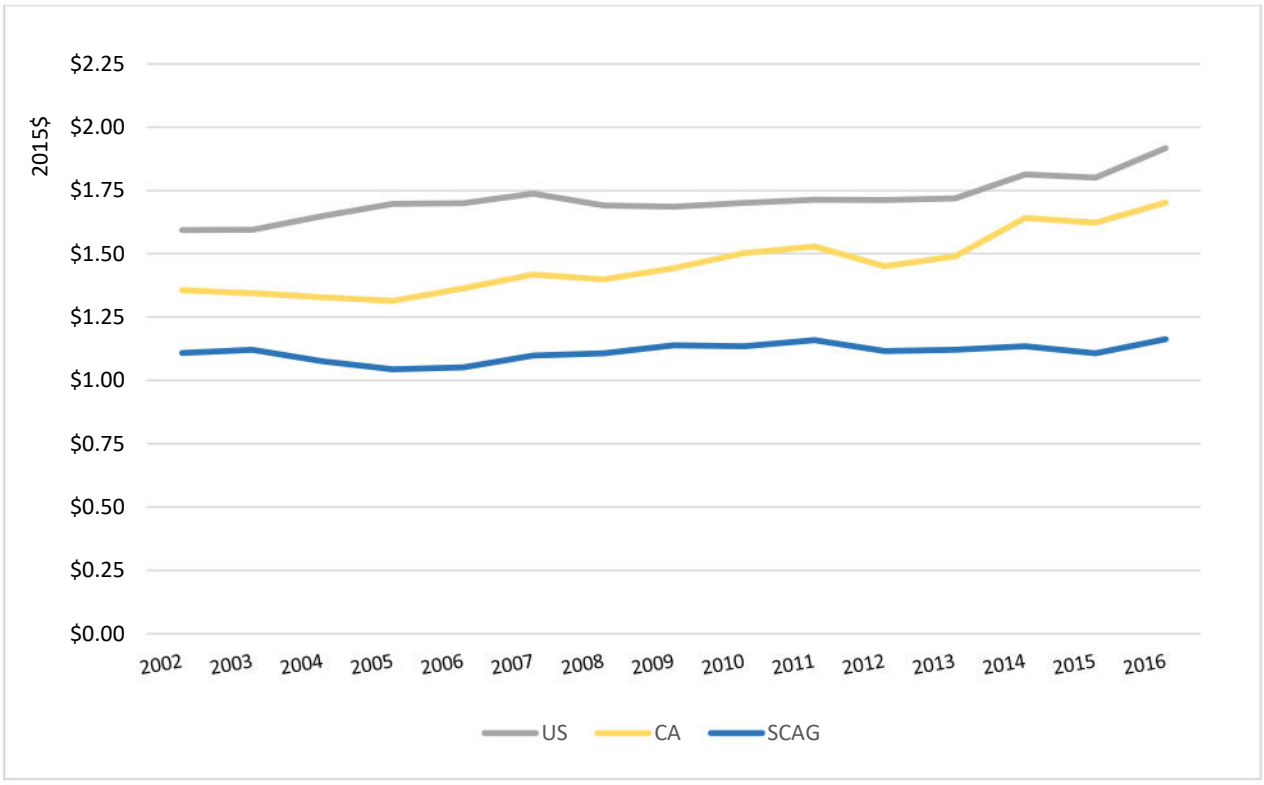


Figure 23. Average fare per boarding in 2015 dollars. *Average fare per boarding has stayed relatively constant in the SCAG region.*

National, state, and regional averages, of course, can mask considerable variation in fares paid across transit systems, services, and riders. Figure 24 shows the same inflation-adjusted trend in fares paid per boarding since 2002 for each of the six largest transit operators in the SCAG region. Focusing on these larger operators tells a different story. With the exception of Long Beach Transit, inflation-adjusted fare payments have been increasing over time on these operators. In particular, inflation-adjusted fares per boarding at both OCTA and the Big Blue Bus increased by about 50 percent between 2002 and 2016 — to nearly $1.25 and $0.75 per boarding respectively. Foothill transit had (in 2016) the highest average fares paid (at $1.25 per boarding), followed in order by OCTA, LA MTA, the Big Blue Bus and Long Beach Transit, while LA DOT had the lowest average fare paid (at just over $0.50 per boarding).

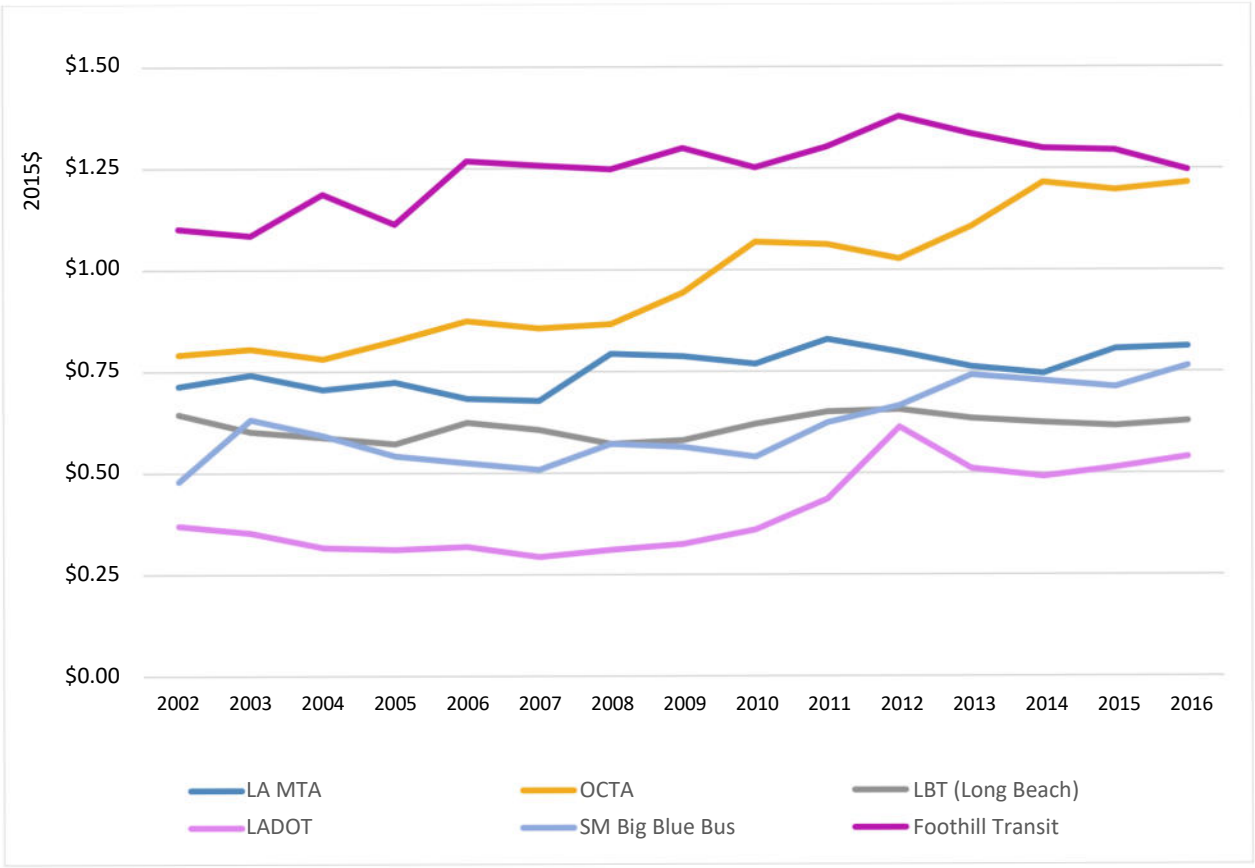


Figure 24. SCAG: Average fare per boarding for largest operators in 2015 dollars.
Inflation-adjusted average fares per boarding have increased the most rapidly for OCTA and LADOT.

Figure 25 shows the 14-year trend in real average fare paid per mile for the nation, California, and the SCAG region. Here we see that average fares paid per mile have remained largely unchanged in the U.S. and California, and in the SCAG region they have actually fallen. Despite being lower than average per mile fares in the state and nation, average per mile fares in the SCAG region have declined about 20 percent since 2009.

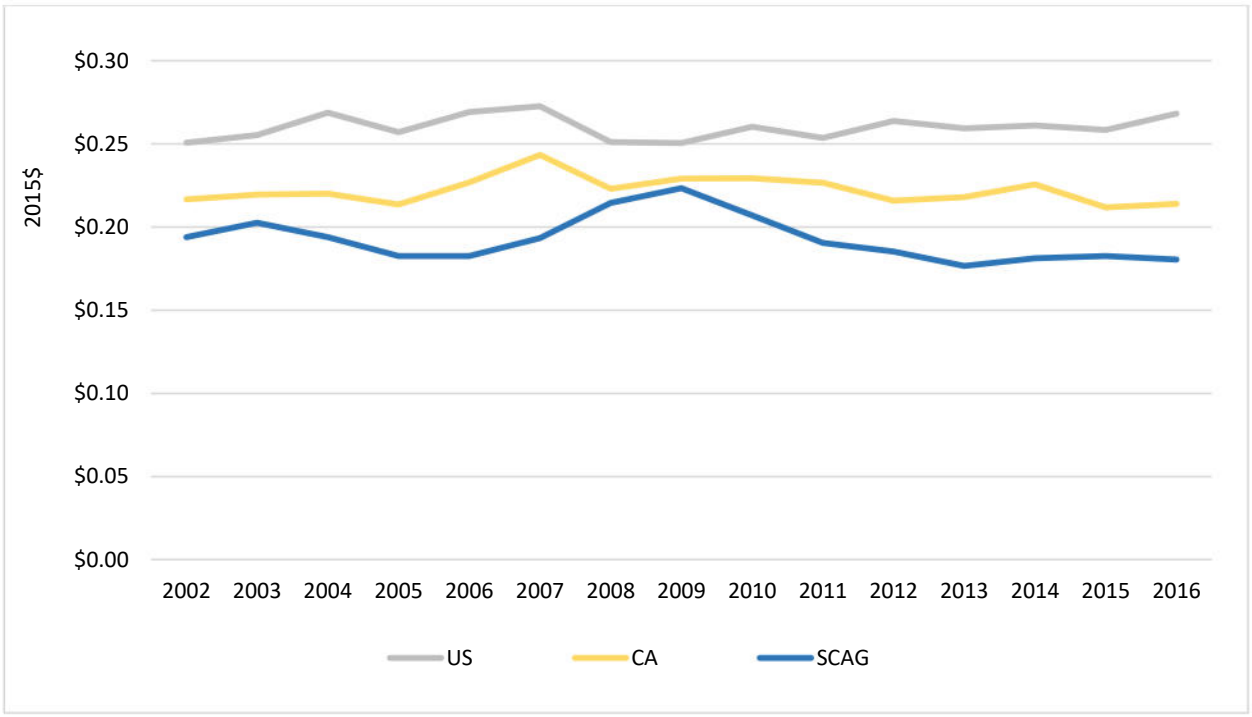


Figure 25. Average fare per passenger mile traveled in 2015 dollars. *Average fare per PMT remained fairly constant, and even declined a little since 2009.*

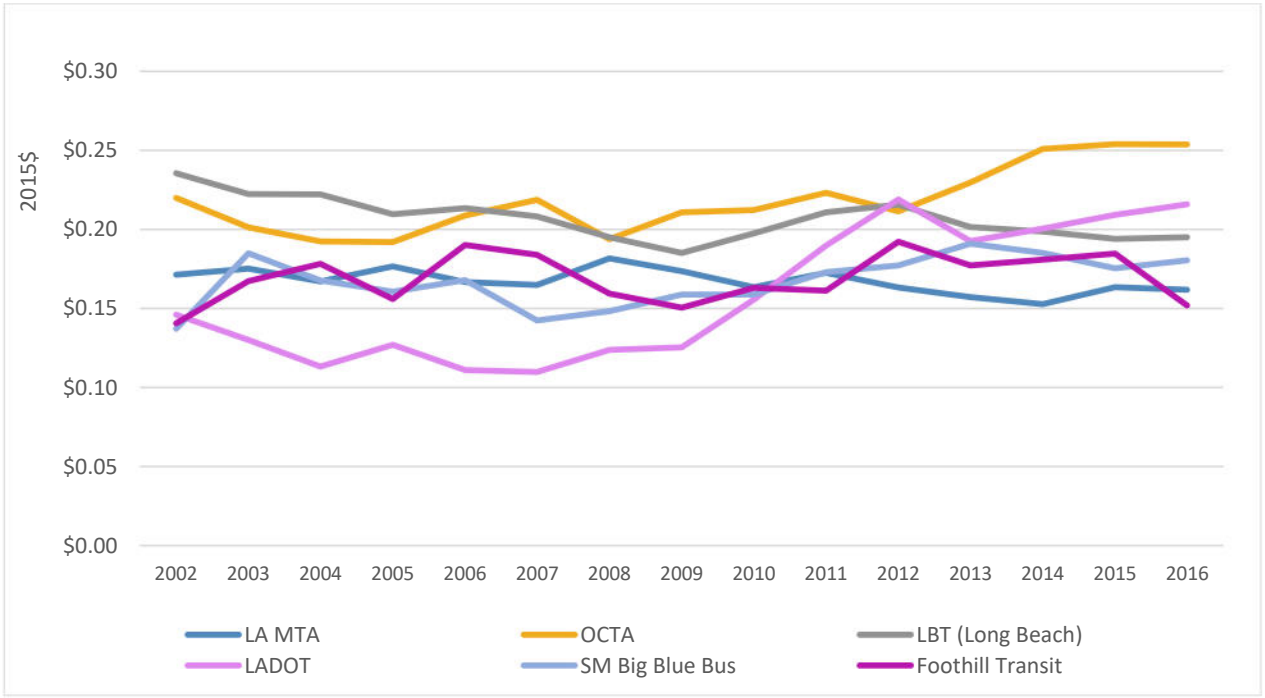


Figure 26. SCAG: Average fare per PMT for largest operators in 2015 dollars. *Average fare per PMT increased the most rapidly (about $0.07 per mile) for LADOT and slightly for OCTA ($0.04 per mile).*

If we zoom in on the six largest transit operators in the SCAG region, we see that inflation-adjusted fares per mile rose notably at two systems — LA DOT (+$0.07/mile) and OCTA (+$0.04/mile). On the Big Blue Bus and Foothill Transit per mile fares rose modestly, and at Long Beach Transit and LA Metro they fell (despite Metro's 2014 fare increase).

The most notable attribute of the figures above is the steep increase in fares for OCTA. OCTA's fares have risen over 50 percent since 2002, and OCTA is also the transit operator that has suffered the sharpest decline in ridership (about 35% since 2007). The transit industry's rule of thumb (sometimes called the Simpson-Curtin rule) suggests that a 10 percent increase in fares will be associated with about a 3 percent reduction in ridership. By this heuristic, OCTA's fare increases should have resulted in a 17 percent ridership decline.

To help isolate the association between fare increases and transit use, we estimated a multivariate regression statistical model using data for each transit operator in the SCAG region for each year between 2002 and 2016. Full details of this model are in the Appendix, but we used fixed effects to control for the panel nature of the data, and controlled for the level of service each operator provided, the average time between each bus or train arrival, and the density, size and population of the service area.

We find, after controlling for these factors, that higher fares are indeed associated with lower ridership, but by less than industry rules of thumb might suggest. Across the SCAG region over this time period, a 10 percent fare increase was associated with a roughly 1.6 percent decrease in ridership. This relationship is relatively "inelastic" (i.e. it suggests people are not very sensitive to prices) though it falls within the range of findings from other studies of how fare increases influence ridership (Cervero, 1990; Linsalata & Pham, 1991). Based on these results, we would expect OCTA patronage to have fallen about 8 percent since 2002, as a result of its fare increases.

It seems plausible, in light of these data, to suggest that fare increases played some role in OCTA's lost transit trips. But OCTA's losses, as large as they are, account for a small fraction of the SCAG region's total losses. The bulk of those losses were from LA Metro, and it is harder to suggest that fare increases played a big role in Metro's ridership decline.

Factors Outside Transit Operators' Control

Fuel Prices

Fuel prices are a large and highly salient operating cost of driving. As fuel prices rise people drive less, and as they fall people drive more. In general, a ten percent increase in the price of gasoline is associated with a long-run (5 year) one to three percent reduction in vehicle travel (Goodwin, Dargay, & Hanly, 2004). Driving more, however, is not the same as using transit less, since (again) the typical driver almost never uses transit. People who drive less when gas prices are high often walk, carpool, stay home, or drive to nearer destinations (e.g. a restaurant that is 2 miles away instead of 10). Similarly, for many regular transit riders changes in the price of gasoline are immaterial, because many transit users do not have access to private vehicles. As a result of these factors, much of the adjustment to fluctuating fuel gas prices that occurs in the U.S. has no bearing on transit use, and the relationship between fuel prices and transit ridership tends to be weaker than the relationship between fuel prices and driving.

"Weaker," however, is not "nonexistent," and in both Southern California and nationwide, fuel prices rose and fell sharply from the late 1990s through 2015. Prices increased at a record pace from 1998 to 2008, declined, and then rose sharply again until 2013, after which they plunged (Figure 27). Transit ridership also fell steeply from 2013 to 2016. It is reasonable to think that falling gas prices could contribute to falling transit ridership. A steep drop in gas prices could have lured some of the minority of transit riders who do have vehicles away from transit use. Even among riders without vehicles available, falling fuel prices could have an indirect impact. When fuel is cheap rides in cars become more available: Friends or family members who become more likely to drive, and people who might otherwise have used transit might start carpooling for some trips.

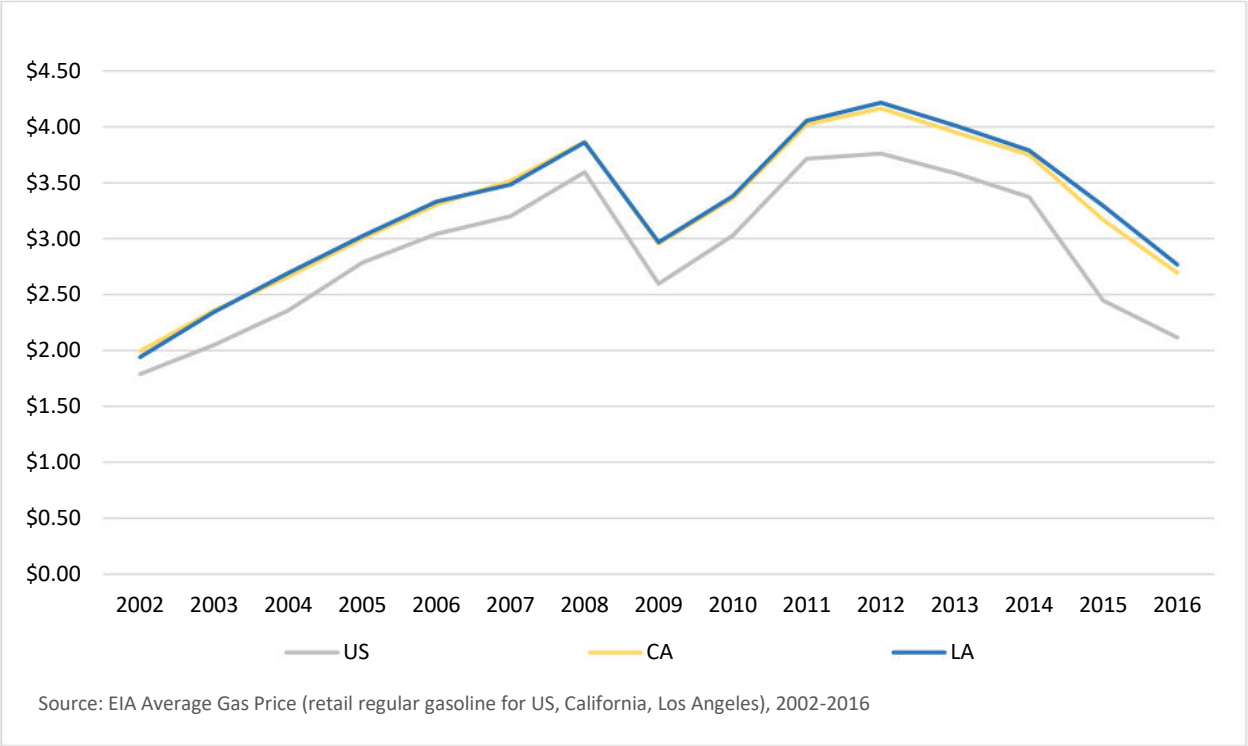
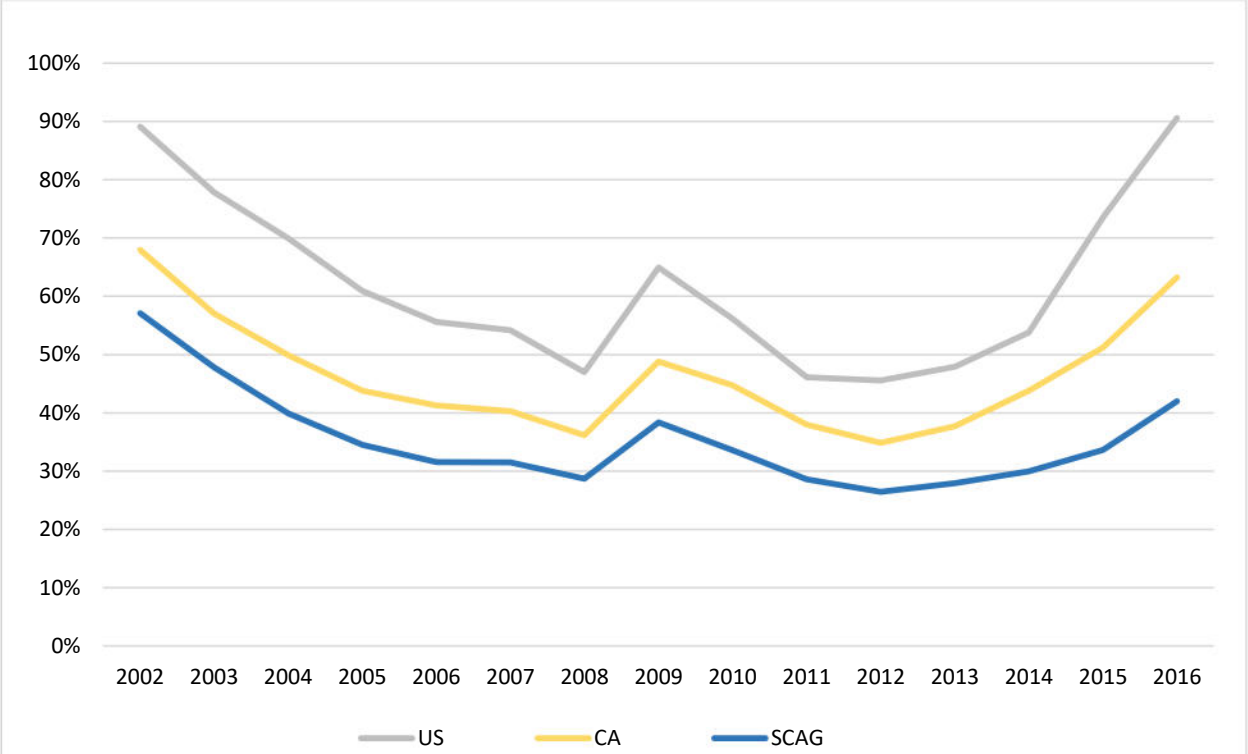


Figure 27. Average gas per gallon in 2015 dollars.

As to how much a steep drop in fuel prices might undermine transit use: the research literature reports a fairly wide array of elasticities (estimates of transit's sensitivity to gas price changes). These range from relatively large effects for commuter rail (0.37, when gasoline costs more than $3 per gallon) (Nowak & Savage, 2013) to much lower average estimates for bus ridership that range from -0.05 to 0.22 (Blanchard, 2009; Iseki & Ali, 2014; Mattson, 2008). Blanchard (2009) used gas price changes in LA County to estimate a bus ridership elasticity of 0.092, a subway elasticity of 0.011, a commuter rail elasticity of 0.126, and light rail elasticity of 0.071. Lane (2010), also studying LA, found similar results. All these estimates suggest that a 10 percent change in fuel prices is associated with about a half-percent change in transit use in the near term, and a 1 to 1.8 percent change in the longer-term. Gas prices fell 30 percent from 2012 to 2016,

which would imply a 3 percent reduction in bus ridership, and larger losses in rail and commuter rail, all else equal.

One way to consider this relationship of fuels prices to fares is to compare the ratio of average fare paid per boarding with the average price of gasoline in the SCAG region over this period (Figure 28). As with fares generally, we see that this fares-to-gas ratio is lower in the SCAG region than in California as a whole, and lower in California than the nation as a whole. Further, while the price of a transit trip relative to a gallon of gas has been climbing across all three geographies since about 2012, the ratio in the SCAG region today remains substantially lower than it was in 2002.



Source: NTD, 2002-2016; EIA Average Gas Price (retail regular gasoline), 2002-2016.
Note: Average LA gas prices are used for the SCAG region.

Figure 28. Average fare as a percent of region's average gas per gallon. *Average fare is consistently less than the cost of a gallon of gas, even as gas prices have been falling since 2014.*

Figure 29 plots the trend in gas prices against the trend in absolute and per capita transit ridership in the SCAG region (we use the Los Angeles Metropolitan Statistical Area average gas prices). The graph suggests a real but fairly modest relationship: Transit use does rise and fall with fuel prices, with a small lag. The response does not appear to be large, however, especially for ridership per capita. But with only one data point per year, we can only say so much about the role of gasoline prices. It would be surprising if falling gas prices did not contribute to the decline in transit ridership, but it is difficult to quantify their precise role. Overall, we consider falling fuel prices to be a real but probably minor driver in falling transit use.

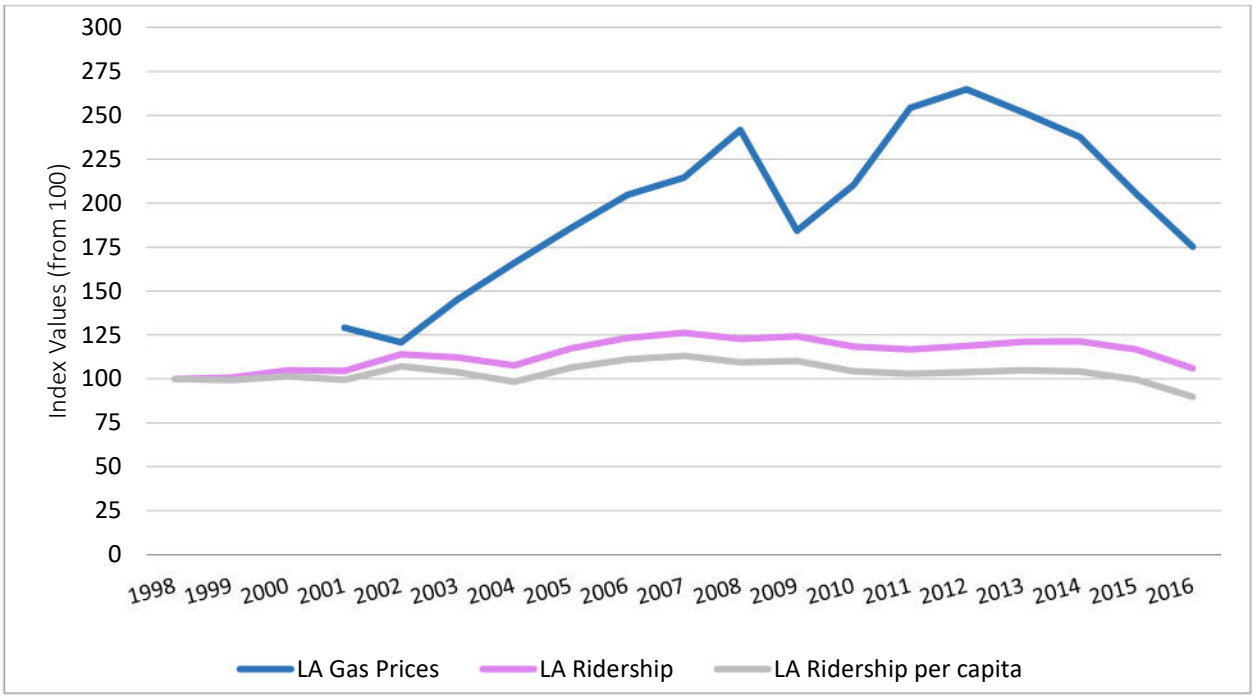


Figure 29. Transit ridership and gas prices in Los Angeles.

The Transportation Network Companies

The large absolute decline in transit ridership coincided not just with falling gas prices but also with the rise of Transportation Network Companies (TNC) like Lyft and Uber. TNCs are a plausible culprit in transit's decline. TNCs can offer the convenience of automobile travel to people who do not own automobiles, and could therefore become viable substitutes for public transportation. Any explanation for falling transit use that hinges on TNCs, however, faces a timing problem: TNCs began operating in Southern California in 2009, and did not begin serving people in large numbers until 2012. Per capita transit ridership began falling in 2007. So while the TNCs may affect transit use, they cannot by themselves explain transit's recent patronage decline.

Moreover, TNCs' influence on mode choice is theoretically ambiguous. On the one hand, TNCs let people purchase vehicle trips *a la carte*. If those trips are inexpensive, then TNCs can be a faster, more direct, less-crowded, and more comfortable substitute for transit. While some TNC trips are substantially more expensive than transit fares, the TNC shared ride services, like Lyft Line and Uber Pool, have sometimes seen fares fall low enough to be competitive with one-way transit fares. Given the speed and convenience these services offer, they could draw some riders away from transit, provided those riders have smartphones and credit cards.

On the other hand, TNCs could also *increase* transit use. TNCs could help solve first-mile/last mile problems, and get people to transit stops that are beyond walking distance. TNCs could also provide transit riders a form of insurance – if some people don't take transit because they worry an emergency might arise where they need a car (for instance, getting a sick child home from school) the option of calling

a TNC during one of those emergencies can lower the perceived risk of taking public transportation, and make it more attractive.

Finally, since most people in most regions do not use transit or even consider doing so, the average TNC trip may have little impact on transit ridership. If the typical Uber passenger has never used a bus and never considered doing so, Uber's growth cannot be blamed for transit's decline.

Because TNCs provide almost no operating data to the public, we do not have sufficient evidence to adjudicate between these scenarios. We do not know even basic information — such as the total number of TNC trips in the SCAG region year over year, or the general areas where those trips originate — that could cast light on the relationship between TNCs and public transportation (Transportation Research Board, & National Academies of Sciences, Engineering, and Medicine, 2016).[12]

What little evidence we do have suggests that most TNC trips do not replace transit trips. Surveys done by independent researchers and organizations suggest that the typical TNC user does not resemble the typical transit rider (TNC users are disproportionately college-educated and affluent), and that the most common times and places for TNC rides are Friday and Saturday nights in popular commercial districts, and trips to airports (Clewlow & Mishra, 2017; Feigon & Murphy, 2016; Rayle, Dai, Chan, Cervero, & Shaheen, 2016). Large surveys by Clewlow and Mishra (2017) and APTA (Murphy 2016) suggest that most TNC trips occur between 10 p.m. and 4 a.m., when transit runs infrequently and carries few riders. Clewlow and Mishra (2017) find that the majority of TNC users report no change in their use of other modes. All this evidence suggests little impact on transit.

The caveat attached to these findings, however, is that the subgroups most likely to take transit – low-income racial and ethnic minorities – are also difficult to survey. Even very large, well-funded surveys often struggle to get adequate coverage of poorer households. As such, we cannot rule out the possibility that actual TNC use in some poorer neighborhoods is higher than the current data suggest.

Moreover, as the pool of TNC users continues to expand, the TNCs' effect on transit use – both positive and negative – may well increase. These amplified effects will be still more likely if TNC prices fall, and TNC use grows disproportionately in dense, high transit ridership areas populated by residents with relatively low levels of household motor vehicle access. For this reason, the relationship between TNCs and transit should be monitored, and there may well be a public interest in letting transit agencies see at least basic data about the location and volume of TNC trips. But relatively little evidence suggests that TNCs are a big player in the current transit decline. The timing, again, does not match up well.

Neighborhood Change and Migration

Transit is heavily-supplied in a small proportion of places, and heavily used by a small proportion of people. This situation creates a potential matching problem. If the small group of people who use transit a lot becomes less likely to live in the small number of places that offers a lot of service, transit use could

[12] TNCs are required under California law to report a host of data on rides given, disability access, and drivers to the California Public Utilities Commission. Unlike transit data in the NTD, however, these TNC data are not public. The CPUC cannot easily turn those data over to the public or public agencies. Such conditions are common throughout the United States. For more - http://www.cpuc.ca.gov/General.aspx?id=3989

fall. Such a mismatch could occur for a number of reasons. The highest-profile explanation is gentrification-driven displacement. If gentrification pushes transit-riding lower-income households away from transit-rich neighborhoods, and replaces them with higher-income residents, transit use may fall. The new higher-income residents may use transit more than they did previously, but less than the lower-income residents they replace (Dominie, 2012).[13]

Gentrification and displacement, however, account for only a small portion of moves by poor and immigrant households. Most moves by such households are by choice, or for reasons unrelated to in-migration by the affluent—for example, a low-income resident might lose a job and be forced to move (either to find new work, or to find a place with lower rent), even if neighborhood rents are not rising (Freeman 2005; Freeman and Braconi 2004; Newman and Wyly 2006; Vigdor 2002). The relevant fact is that in recent years many poor households, when they move for whatever reason, relocate to the suburbs. As poor households suburbanize, they move farther from transit on average (Farrell, 2016; Kneebone, 2014; Kneebone & Garr, 2010; Singer, 2011; Zimmerman, Restrepo, Kates, & Joseph, 2015). Upon arriving in the suburbs, low-income people may well use transit more than other suburbanites, but less than they had used it when they lived in central-city neighborhoods. If they are not replaced in central-city neighborhoods by other people who ride at high rates, then as a result of their migration overall transit use could fall.

Ideally we could examine the extent to which migration influences transit use by following low-income households and their travel behavior over time and across neighborhoods. Unfortunately, the data that would allow us do this do not exist. What we can do instead is use census-tract level data to examine changes in the spatial location of transit commuters and in the characteristics of residents living in high-transit commuting neighborhoods. We approach this task in two ways: identifying tracts with transit-friendly built environments and seeing how they change over time, and identifying tracts with high levels of transit commuting, and examining change within those places over time. These approaches have limits, as we will explain, but in combination they show a decline in the number of transit commuters in many high-transit use neighborhoods in 2010 and 2015, a decline in transit mode share in these neighborhoods (particularly from 2000 to 2010), and a shift in the characteristics of neighborhood residents in ways that help to explain declining transit use.

We have two methods available to identify areas that are highly conducive to transit use. These are areas that, regardless of who lives in them, are transit-friendly, either because of their levels of transit service or attributes of their built environment. Our first measure of transit-conduciveness is SCAG's High Quality Transit Area designation. SCAG defines a High Quality Transit Area as an area within one-half mile of a fixed guideway transit stop or a bus transit corridor where buses arrive at a frequency of every 15 minutes or less during peak commuting hours. SCAG last identified existing High Quality Transit Areas using data for 2012. These High Quality Transit Areas are located in 762 census tracts—about 45 percent of the region's total Census tracts.

Our second measure of transit-conduciveness comes from a typology of neighborhoods developed at the UCLA Institute of Transportation Studies for the US Federal Highway Administration (Voulgaris, Taylor, Blumenberg, Brown, & Ralph, 2016), using data from 2010-2013 (Ramsey & Bell, 2014; Voulgaris et al.,

[13] This outcome could well result in lower transit ridership but also lower VMT and GHG, because the higher income in-migrants are more likely to replace driving with their transit trips (see Chapple et al. 2016, Chapter 4).

2016). This typology characterizes neighborhoods based on their built environment and transportation system characteristics (e.g. density, land use mix, age of housing stock, resident turnover, street network characteristics, and transit supply), but not on the characteristics of the people living in these neighborhoods. In this way the typology can capture how transit-friendly a neighborhood's built environment is. We focus in particular on one neighborhood type called "Old Urban," which indicates very-high density neighborhoods with high-levels of transit supply. Old Urban neighborhoods are much less common than SCAG High Quality Transit Areas—in 2010 there were 719 Old Urban neighborhoods in the region.

For our purposes, the limitations of both the SCAG designation and the Old Urban designation are that the data used to construct them are from 2010 or after. As a result, we can track changes in these neighborhoods from 2010-2015, but we do not have a good measure of tract-level transit supply or transit-conduciveness from 2000 to 2010, the time period when transit use in the SCAG region began to fall.

To examine changes from 2000 forward, we examine the clustering of transit commuters. This method is imperfect, since as we have shown commuters are a minority of transit users, but we assume for this exercise that as regular transit users, commuters tend to cluster in areas conducive to transit use. This assumption is contestable, but we have no other Census tract-level data on transit use that stretches back to 2000. We identify high-transit commuter neighborhoods with data on transit commuters by Census tract from the 2000 Decennial Census, and the 2010 and 2015 ACS.[14] For each year, we rank order tracts by the number of transit commuters in them. As we discussed earlier, transit commuters are highly concentrated in a very small fraction of the SCAG region's land area; eighty percent of transit commuters live on less than five percent of the land area and in less than 40 percent of census tracts. This distribution changed very little from 2000 to 2015.

We examine changes over time using the rank-ordered transit commuting data from the 2000 Census. We identified the census tracts that most intensively host transit commuters; these tracts, which are 1.43 percent of all census tracts in the region and 0.02 percent of the region's land area, hold ten percent of the region's transit commuters. We call these "10% Tracts." The mean number of transit commuters in these tracts is almost 12 times the regional average. For comparison, we also extracted data on the tracts where the top 60 percent of transit commuters live; these neighborhoods comprise 20.6 percent of all census tracts and 0.86 percent of the land area. We call these "60% Tracts." The mean number of transit commuters in these neighborhoods is 4.5 times the regional average. The number of ten percent tracts is extremely small: in 2000, just 48. The number of tracts that hold 60 percent of the commuters, in contrast, is 743—roughly the same number as are in the Old Urban designation.

The tracts in the 10% and 60% designations in 2000 strongly overlap with the SCAG High Quality Transit Area and Old Urban designations. If we take the 10% Tracts in 2000 and follow them forward, we see that about 85 percent are Old Urban tracts, and all of them are SCAG High Quality Transit tracts. Similarly, of the tracts in the 60% designation in 2000, in 2010 55 percent of them are Old Urban, and 85 percent are

[14] Because we are using tract-level data, the ACS data are from the 5-year samples. The 2010 data are from the 2006-2010 ACS, and the 2015 data are from the 2011-2015 ACS.

High Quality Transit. As such, following the trajectory of the 10% and especially the 60% Tracts may be a rough-but-reasonable proxy for following the trajectory of transit-rich areas.

As a first step, we follow three of these four tract designations – 60% Tracts, Old Urban, and High Quality Transit – over time, to the extent we can. For the latter two designations, this means only tracking changes from 2000 to 2015. We follow the year 2000 60% Tracts from 2000 to 2010, and then to 2015. (We use the 60% Tracts, rather than the 10% Tracts, because their numbers are more comparable to the Old Urban tracts).

Figure 30 summarizes the results. Essentially, the 60% Tracts saw substantial changes between 2000 and 2010, and these changes are consistent with the idea that the people most likely to use transit migrated away from transit-rich areas. From 2000 to 2010, the poverty rate in these tracts fell by four percentage points, the share foreign born fell from 48 percentto 45 percent, and the share of households without vehicles fell from 23 percent to 17 percent. From 2010 to 2015, in contrast, relatively little changed, and that same pattern holds if we examine Old Urban tracts and SCAG High Quality Transit Areas. Across all three neighborhood typologies, poverty rose slightly, the share of foreign born fell slightly, and – perhaps most important, given the importance of vehicle access to transit use – the share of households without vehicles stayed at the point it had fallen to. (The same general pattern holds for the 10% Tracts, although to conserve space these are not shown in the figure).

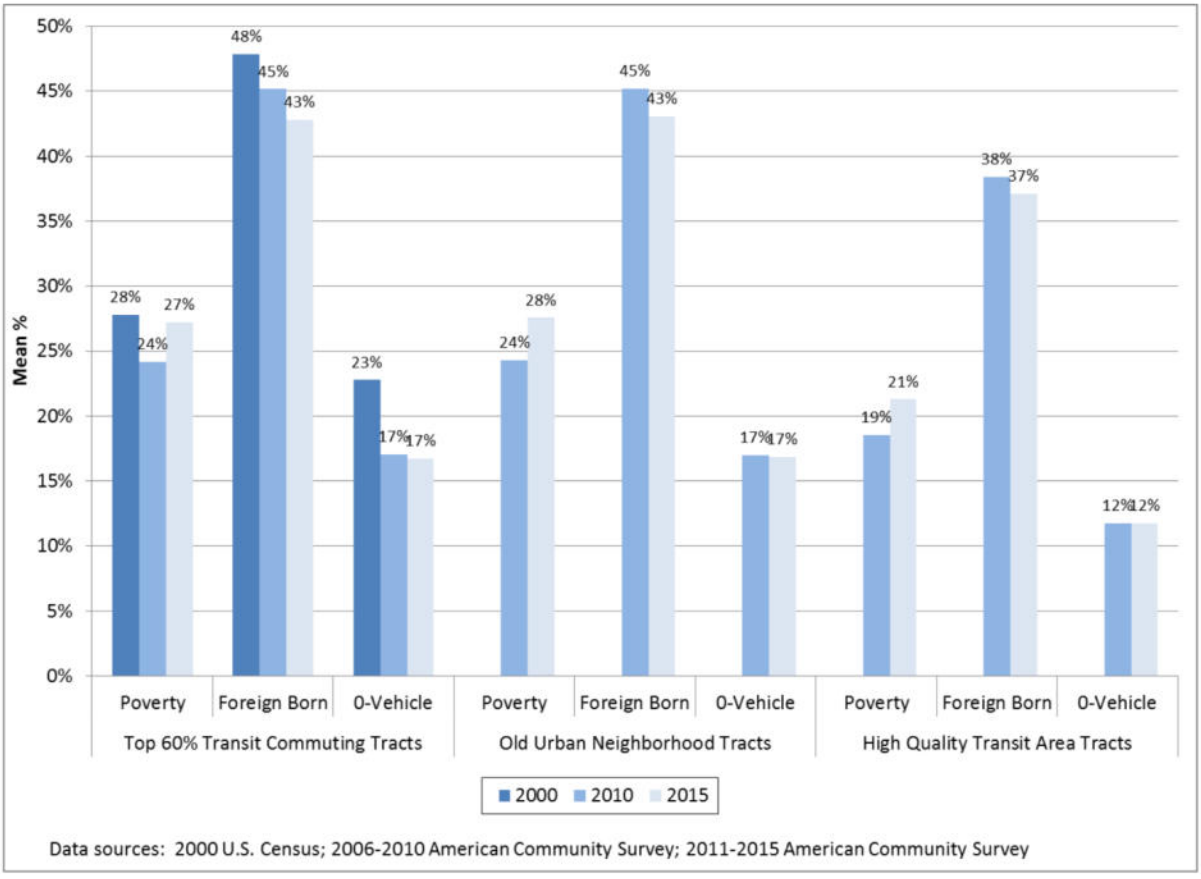


Figure 30. Characteristics of high-transit areas, 2000, 2010, and 2015 (2000 Census tracts over time)

Some additional data also suggest neighborhoods changing in ways not conducive to transit use. Figure 31, for example, shows that in both the 10% and 60% Tracts the transit commute mode share fell between 2000 and 2015 (with most of the decline occurring between 2000 and 2010.) Although not shown graphically, Census data also indicate that in these tracts, both the number of workers and overall earnings for workers rose, but earnings did *not* rise for those commuters using transit to get to work.

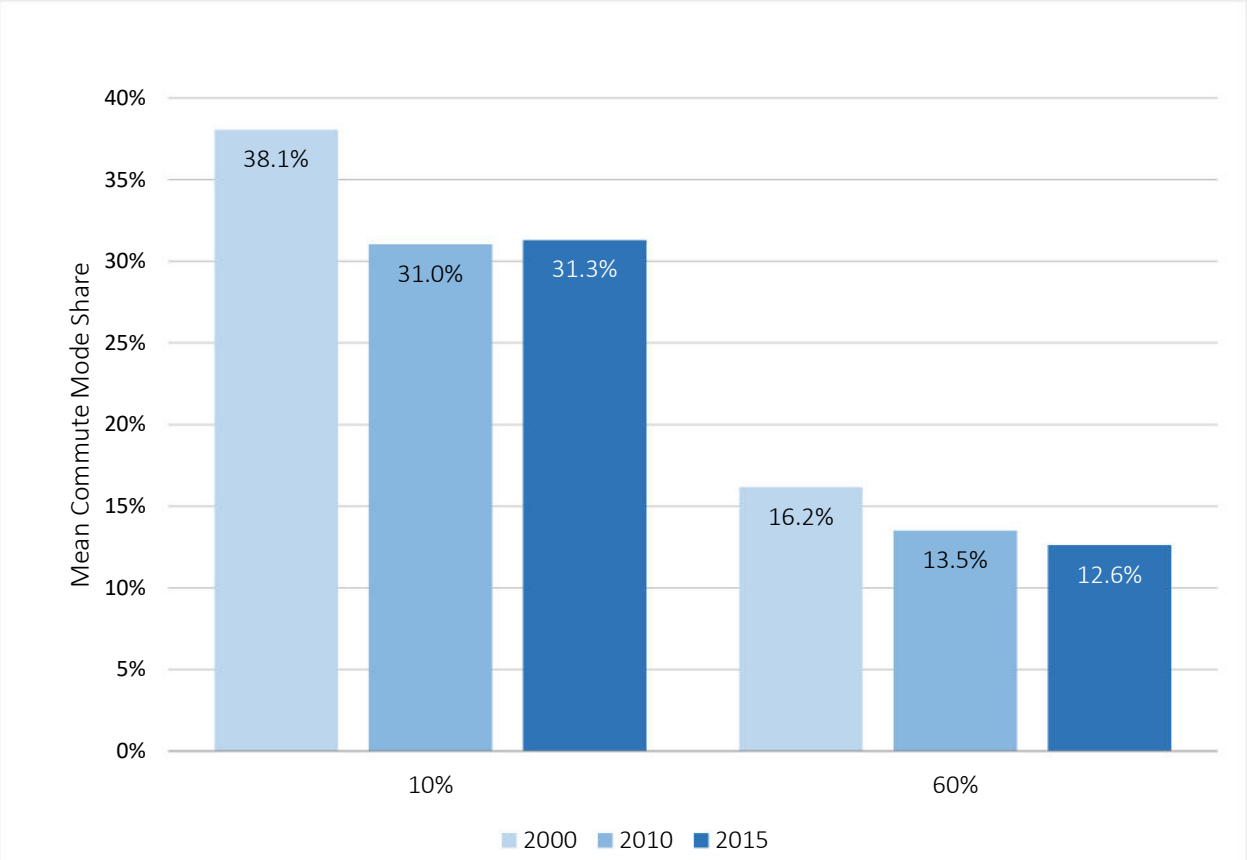


Figure 31. Mean transit commute mode share in high-transit neighborhoods, SCAG Region by year.

In summary, then, we observe changes in census tracts that in the year 2000 were most heavily-populated by transit commuters. These tracts, in turn, overlap substantially with tracts that we know in 2010 were rich in transit supply and/or had transit-friendly built environments, letting us infer (albeit with some uncertainty) that these neighborhoods were transit-rich in 2000 as well. Particularly between 2000 and 2010, in these neighborhoods we see falling transit commuting, falling population, a falling share of immigrants, falling poverty, more vehicle ownership, and higher earnings for workers overall but not those workers who commute via transit. All of this evidence is consonant with these neighborhoods becoming

more affluent, with that affluence being associated with less transit use, and with people left out of that affluence remaining on transit.

We emphasize that this story is far from conclusive. For the reasons we discussed above, the relationship between neighborhood change and transit use is very hard to measure. The data we have are consistent with neighborhood changes in the most transit-friendly SCAG-region neighborhoods contributing to falling transit use, but they are not conclusive. This is an area that warrants substantial further research.

Rising Vehicle Ownership

The defining attribute of regular transit riders is often a lack of vehicle access. Between 2000 and 2015, vehicle access in the SCAG region became much more common. Households in the SCAG region, and especially lower-income households, dramatically increased their levels of vehicle ownership. Census summary file data show that from 2000 to 2015, the SCAG region added 2.3 million people and 2.1 million household vehicles (or 0.95 vehicles per new resident). To put that growth in perspective, from 1990 to 2000 the region added 1.8 million people but only 456,000 household vehicles (0.25 vehicles per new resident). The growth of household vehicles in the last 15 years has been astonishing.

There are strong reasons to believe that this surge in vehicle ownership is largely responsible for the decline in transit use. A back of the envelope calculation can illustrate the magnitude of the problem this vehicle surge could pose for transit operators. Data from the US Consumer Expenditure Survey show that from 2000 to 2015, the average expenditure per household vehicle in LA County was about $3,729.[15] Since SCAG residents added 2.1 million vehicles in this time, a midrange estimate of private expenditures on household vehicle growth is $7.8 billion. Over the same period of time, LA Metro and Metrolink combined to spend about $6.4 billion opening new rail service, and about $7.4 billion on combined rail and Bus Rapid Transit service. Thus even a conservative estimate of private investment in vehicle growth shows it easily outpacing public investment in fixed-route, dedicated right-of-way transit— the type of transit that is supposed to be most competitive with driving. This level of increased vehicle ownership is in many ways incommensurate with robust transit use.

To be sure, much of this vehicle growth would not influence transit use. Because most SCAG residents had never used transit, increased vehicle ownership in most SCAG households would not contribute to transit's decline. The 2000s were when the Millennials, a demographically large cohort, reached ages when many would buy automobiles. Millennial car-buying could help explain the bulge in vehicle acquisition, but unless those Millennials would otherwise be on transit these additional vehicles would not necessarily explain falling transit use.

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[15] The Consumer Expenditure Survey tracks the average net outlay per vehicle purchased. Data are not available for the other SCAG counties, but the average net outlays are probably similar across Southern California. Moreover, the $3,729 figure is the average of each annual average. Since more vehicles were purchased in the early to mid-2000s, and at higher prices, this figure likely underestimates the true average. See https://www.bls.gov/cex/csxmsa.htm

Some additional evidence, however, suggests that vehicle ownership did play a role in reducing ridership. When the OCTA surveyed its former riders in 2015, for example, 70 percent reported leaving transit because they had acquired a car (True North Research 2015).

Moreover, we have reason to think that the increase in vehicle ownership occurred disproportionately among populations that are more likely to take transit. Census data show that vehicle access increased most among lower-income households (we return to this point below, in Figure 40). Vehicle access also rose disproportionately among the foreign born. Table 4 shows changes in both zero-vehicle households and those with a vehicle "deficit" (that is, fewer vehicles than adults). Across the entire SCAG region, the share of households without vehicles fell 30 percent between 2000 and 2015, while the share of households with a vehicle deficit fell 14 percent. Among foreign-born households, these percent declines were larger — 42 percent and 22 percent — and among the foreign born from Mexico they were larger still. Among the foreign born from Mexico, the share of households without vehicles fell by two-thirds between 2000 and 2015, and the share with a vehicle deficit fell 28 percent. Thus car ownership rose across-the-board, but rose fastest among subgroups with a high propensity to ride transit. And these changes largely occurred between 2000 and 2010, which aligns with the timing of the transit downturn that began in 2007.

	All SCAG Share Households With:		Foreign Born Share Households With:		Mexican Foreign Born Share Households With:	
	No Vehicles	Vehicle Deficit	No Vehicles	Vehicle Deficit	No Vehicles	Vehicle Deficit
2000	10.2	30.1	14.1	47.1	15.7	57.2
2010	7.7	26.1	9.4	38.9	7.0	46.0
2015	7.1	25.9	8.2	36.6	5.4	41.6
Pct Change	-0.30	-0.14	-0.42	-0.22	-0.66	-0.27

Table 4. Vehicle ownership trends, SCAG region (US Census, Census IPUMs).

To refine our understanding of the association between vehicle ownership and transit use, we estimated a multivariate regression model. As a result of the data constraints we discussed earlier, this process involved two steps. Recall that our fundamental data obstacle was a mismatch between the availability of detailed, person-level information about travel behavior and our need to answer a question about changes over time. The CHTS provides detailed travel behavior, as well as demographic and socioeconomic data, but only for the year 2012. The Census provides detailed annual data, but for almost every category *except* travel behavior and transit use.

We resolve this problem by first using the CHTS to build a model that predicts total unlinked trips as a function of different demographic, socioeconomic, and neighborhood attributes. Importantly, all of these attributes – such as sex, nativity, income, vehicle ownership, and so on – are also tracked in 2000, 2010 and 2015 Census IPUMS microdata. This symmetry allows us to take the parameters of the CHTS model and apply them to time-series data from the Census. We use the CHTS, in short, to estimate the relationship between transit use and different social and economic characteristics, and then use the

Census to track how those characteristics have changed. Once we have measured that change in the Census, we can use the CHTS results to estimate how transit use would have changed as a result.

A core assumption of this approach is that the relationships between transit use and the socioeconomic and demographic attributes, which we can only measure in 2012, are relatively constant across time. We assume that changes in transit use from 2000 to 2015 are driven primarily by changes in the composition of the population, and not by changes in the propensity to use transit by people in different population groups. Our approach is more valid, for example, if transit use changes because there are more or fewer people in poverty, or with vehicles, and not because poor people or people with vehicles become more or less likely to use transit. The latter scenario is possible, but we cannot measure it.

We constructed models for California, the SCAG region, Los Angeles, and the SCAG region outside of Los Angeles. Figure 38 shows results from the first stage of our analysis: the major predictors of transit trips in in the SCAG region. Unsurprisingly, transit trips are highly associated with automobile ownership and access, even accounting for other potential determinants of transit use. Beyond automobile access, transit use is associated with lack of a driver's license, being nonwhite, and being foreign-born — especially being foreign-born and a new arrival.[16]

[16] While we experimented with different functional forms for the regression, we settled on a zero-inflated negative binomial regression. A negative binomial regression is a standard tool for analyzing overdispersed count data, and the zero-inflation corrects for bias that might otherwise be introduced when the value of the dependent variable is frequently zero, as it is with personal transit trips.

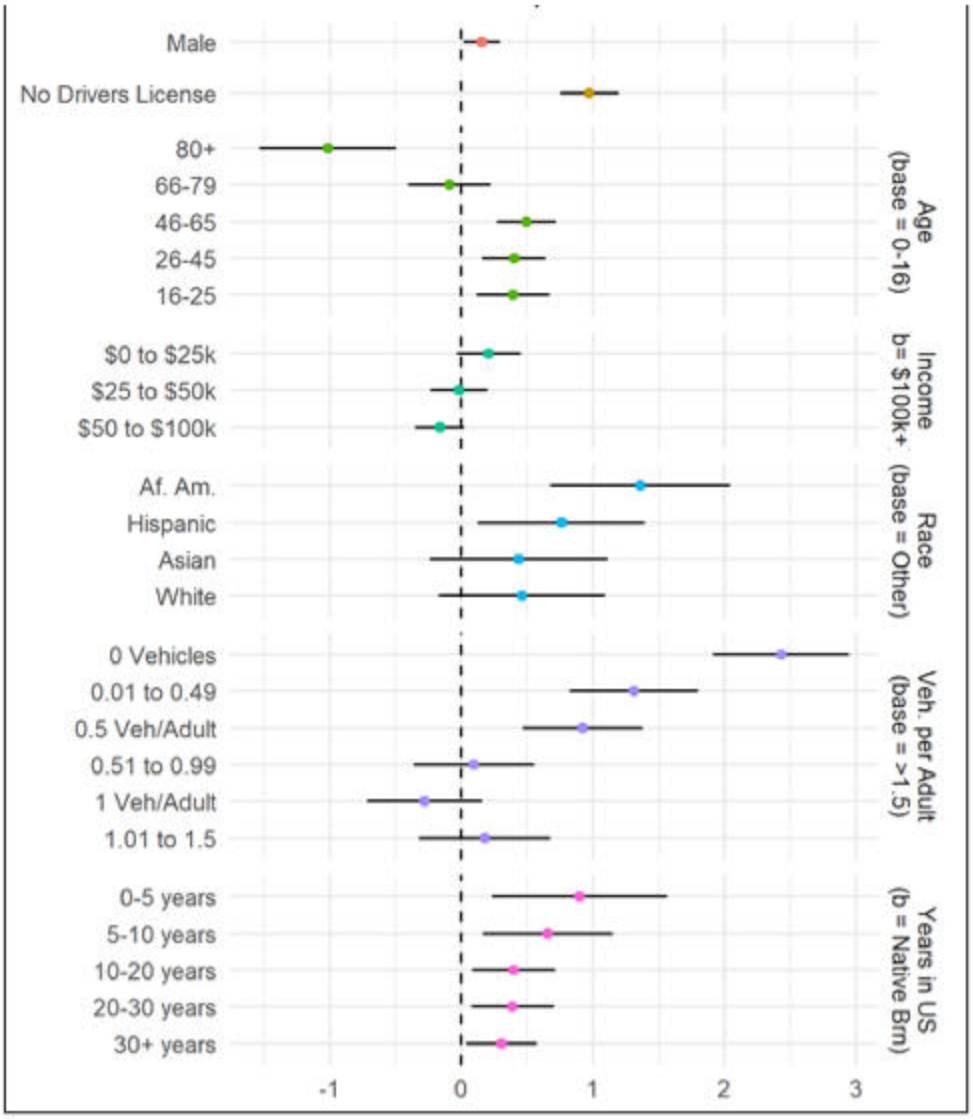

Figure 32. All SCAG unlinked trip predictors (CHTS).

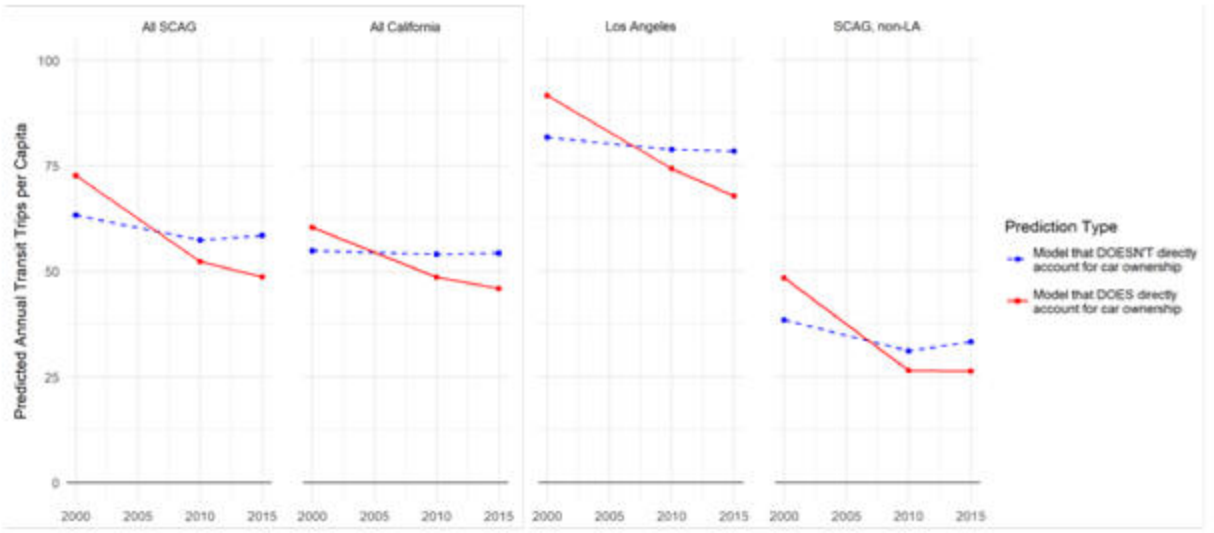

Figure 33. Relationship between increased vehicle ownership and falling transit trips (CHTS and US Census Bureau).

When we apply these parameters to Census IPUMS data from 2000, 2010 and 2015,[17] we see a powerful association between rising household vehicle access and falling transit trips. Figure 39 illustrates this relationship by graphing the results of two models. The first model, represented by the dashed line, predicts the change in county transit trips based on changes in all factors *except* vehicle access. In the SCAG region, the line has a mild negative slope from 2000 to 2010 and then a small positive slope from 2010 to 2015, suggesting that changes in these demographic, economic, and geographic factors would be associated with a small decline in transit use since 2000, albeit with a modest uptick between 2010 and 2015. The graphs for Los Angeles County and the SCAG region outside LA County suggest that this predicted modest uptick (which did not actually occur) would have taken place in SCAG's outlying counties. In Los Angeles County, transit trips were predicted to keep declining through 2015.

The second model, represented by the solid line, is identical to the first model but includes changes in automobile access. The difference in results is dramatic. This line starts at a higher point and falls sharply to a lower point, both of which suggest the important role automobile access has in influencing transit use. An absence of automobiles is associated with much more use, and the acquisition of automobiles is associated with much less. The line also suggests that many socioeconomic attributes play an essentially the intermediary role in mode choice. Income, nativity, age, location within the region, and many other factors can influence transit use, but they do so primarily by predicting people's access to private cars.

[17] A natural concern is that the CHTS might measure nativity, income, etc. differently than the Census. We validated our approach by first using the Census independent variables to replicate the CHTS estimates, suggesting this is not a problem.

Income alone, for example, does not take people off buses. Income helps people buy automobiles, and it is auto access that fuels an exodus from transit.[18]

Why did vehicle ownership rise so much? We cannot answer this question definitively, but as we discussed earlier in this report, vehicle ownership has both economic and non-economic determinants. The non-economic determinants include the growth or decline of immigrant groups who are less likely to acquire vehicles, and changes in licensure laws or other laws that surround owning and operating vehicles. The economic reasons can themselves be divided into two categories: changes in personal spending power, and changes in the price of vehicles themselves.

Since the foreign-born, and particularly the recently-arrived foreign-born, are less likely than the native-born to own vehicles, one possibility is that number or composition of immigrants changed. In absolute terms, the foreign-born population in the SCAG region grew between 2000 and 2015. However, it did not grow as fast as the overall population, so the region's share of foreign-born fell, albeit modestly (from 31% to just over 30%). This proportional decline occurred entirely within LA County, which has the most transit service. Every other SCAG county saw its share of foreign-born rise.

	Imperial	Los Angeles	Orange	Riverside	San Bernardino	Ventura	All SCAG
2000	32.2%	36.2%	29.9%	19.0%	18.6%	20.7%	31.0%
2010	31.9%	35.6%	30.5%	22.4%	21.6%	22.9%	31.0%
2015	32.6%	34.7%	30.5%	22.0%	21.3%	22.8%	30.4%
% Change	1.2%	-4.3%	2.0%	13.7%	12.6%	9.2%	-2.0%

Table 5. Share foreign born residents, Southern California counties (2000-2015). US Census.

The *composition* of immigrants, however, changed more dramatically. Table 6 shows that between 2000 and 2015 (and especially between 2000 and 2010), the share of the foreign-born from Asia rose 23 percent, while the share from Central America fell ten percent, and the share from Mexico fell over 13 percent. In 2000, 48 percent of SCAG immigrants were from Mexico, while by 2015 only 41 percent were. Because existing evidence suggests that immigrants from Mexico and Central America are less likely to have automobiles and drive than immigrants from other origin countries, this shift could contribute to rising auto use, especially among the foreign born (US Census ACS 2015).

[18] We should note that these models are *not* predictive models – their purpose is not to yield output that precisely matches the observed transit ridership in the SCAG region (and in fact our predictions do not match observed ridership). We do not build a predictive model for two reasons. First, we are not using the correct data to do so. Regional ridership counts come from annual reporting to the NTD. Because we need person-level data that includes socioeconomic attributes, we are using one-day travel diary data from the 2012 CHTS, and then matching that to person-level data from three Census years. Second and more important, the goal of the regressions is to test a particular hypothesis – that vehicle access is the decisive factor in transit use – not to predict transit ridership. Our output thus yields an estimate of the relative magnitude of the importance of auto access, *not* a precise measure of how many trips each additional increment of auto access actually cost the SCAG region.

	2000	2010	2015	Change
Asia	28.7%	33.9%	35.3%	23.0%
Americas	63.7%	59.1%	57.7%	-9.4%
Latin America	62.4%	58.0%	56.5%	-9.5%
Central America	58.8%	54.5%	53.0%	-9.9%
Mexico	47.7%	42.4%	41.3%	-13.4%
South America	2.6%	2.7%	2.7%	3.8%

Source: US Census Summary File Data. US Census Bureau classifies Mexico as part of Central America. Data on Caribbean Americas omitted.

Table 6. Composition of SCAG immigrants (2010-2015).

Moreover, among both the foreign-born overall and the foreign-born from Mexico, in data from the US Census IPUMs we see both an assimilation effect and a cohort effect reinforcing the trend toward more vehicles. More recent waves of immigrants are more likely to have vehicles shortly after arrival, and those who do not are faster to acquire them as time goes on.

In the year 2000, for example, 31 percent of the foreign-born households in the SCAG region that had emigrated from Mexico between 1990 and 1999 had no household vehicle, and 74 percent had a vehicle deficit. By 2010, just 9.3 percent of this same cohort of immigrant households had no vehicle, and only 51 percent had a vehicle deficit. By 2015, these figures were 7 percent and 41 percent. This is the assimilation effect; as time passes, immigrants begin to behave more like the native -born.

The cohort effect, however, is more notable. The more recent waves of immigrants to Southern California are more likely to own vehicles shortly after arrival, and as such they have not fully replenish the stock of zero-vehicle households that shrank as existing immigrants assimilated toward cars. In 2010, only 17 percent of the Mexican immigrant households in the SCAG region that had arrived in the US between 2000 and 2009 had no vehicles, compared to 31 percent for those that arrived between 1990 and 1999 in the year 2000. Similarly, only 62 percent of these 2000-2010 arrivals had a vehicle deficit in 2010; in 2000, 74 percent of Mexican immigrants who had arrived since 1990 had a vehicle deficit. By 2015 the share of zero-vehicle households in thepost-2000 cohort was down to 10 percent, and the share with vehicle deficits down to 49 percent. And by in 2015, only 11 percent of Mexican immigrant households that had arrived in 2010 or after did not have a vehicle. A similar pattern holds for the foreign-born overall. More recent waves of immigrants acquired more vehicles more quickly, meaning that as previous waves of immigrants acquired cars, the ranks of the carless were shrinking rather than being replenished.

In sum, immigrants overall are now a slightly smaller share of the population, but also more likely to own vehicles, and to own them earlier after arrival. Mexican immigrants, who are a mainstay of transit ridership in Southern California, remain more likely than the foreign-born overall to live in households without vehicles, but since 2000 they have both added household vehicles and become a smaller share of total immigrants.

It is not clear *why* the foreign-born began adding more cars. In 2015, California began issuing driver's licenses to undocumented immigrants. While licensure may have increased vehicle ownership, for a variety of reasons we do not think it played a large role. First, a license makes a vehicle more useful, but not more affordable; if the barrier to acquiring a vehicle is price, a license does little to overcome that. One might argue in response that legality and not price was the actual barrier, but existing evidence suggests this is simply not the case: many undocumented immigrants, even without licenses, were already driving (Lovejoy & Handy, 2008). Indeed, the prevalence of undocumented driving was the primary motivation for the law that authorized licensure. The decision to issue licenses was justified primarily on safety, not mobility, grounds – there were concerns, for example, that unlicensed undocumented drivers would flee the scene of accidents. It is possible that undocumented immigrants drove *less* – and took transit more – before being licensed, and that licensing did help depress transit use. Even this scenario, however, has its limits. A law that took effect in 2015 cannot explain a per capita ridership decline that began in 2007 or an explosion in vehicle ownership that began in the early 2000s.

Ruling out legal changes brings us to possible economic factors for increased vehicle ownership: Perhaps immigrants (and others) began acquiring more cars because they had more money. A small but persuasive literature on personal consumption shows that poorer people tend to convert even small increases in income into vehicle purchases – a testament to how valuable vehicle access can be (Aaronson, Agarwal, & French, 2012; Adams, Einav, & Levin, 2009; Leininger, Levy, & Schanzenbach, 2010; Parker, Souleles, Johnson, & McClelland, 2013; Souleles, 1999).

The 2000-2015 period was volatile economically, as the economy grew steadily before cratering during the Great Recession. During most of this time, furthermore, median wages and incomes were stagnant. Median household income in LA County, for example, was about $59,000 in both 2000 and 2015, and was slightly lower during the recession in 2010. The Census suggests that newer waves of immigrants are if anything slightly poorer than the cohorts that came before them: In 2000 average incomes of immigrants that had arrived since 1990 was slightly higher than the average income of immigrants in 2010 who had arrived after 2000. Finally, we can see in Figure 40 that vehicle growth occurred across all income groups, for both the foreign-born and the native-born. In 2000 just under 40 percent of households earning less than $25,000 per year had a vehicle-deficit, as did 60 percent of immigrant households in the same income bracket. In 2015 less than 30 percent of native-born households in the same income bracket had a vehicle-deficit, as did just over 50 percent of immigrant households. The pattern holds for households earning $25,000 to $50,000, and for more affluent households.

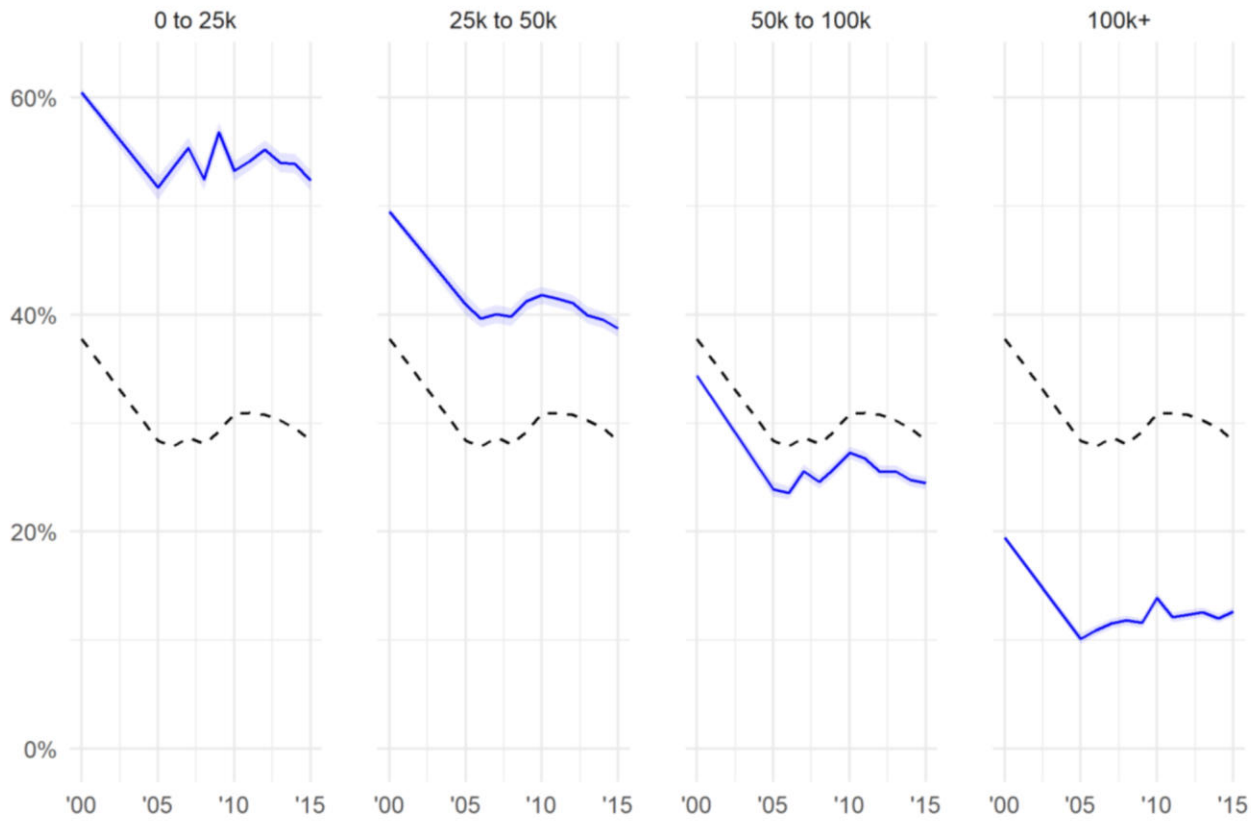

Figure 34. Share of households with vehicle deficits, by income and nativity, 2000-2015, US Census (solid line = foreign born, dashed line = native born).

It is therefore not obvious that rising incomes played a large role in rising vehicle ownership. Certainly the macro-economy played some role in changing levels of transit use. Transit use contracted during the Great Recession: A robust economy puts more people to work, which increases both commuting and discretionary travel. A faltering economy does the reverse. But these same economic trends do not appear to explain why people acquired so many more vehicles than they had in previous periods.

Even at constant incomes, households can acquire more vehicles if the effective price of those vehicles falls. The effective price reflects not the sticker price, but the actual outlay required of a consumer to drive the vehicle home. A large part of this outlay is often a down payment, meaning that vehicles can become more affordable not just if their price declines, but also if financing that price becomes easier.

Some evidence does suggest that vehicle finance became easier during this time. Although lost somewhat in the shadow of easy home-lending credit, automobile credit also surged in the run-up to the Great Recession. And unlike home lending, which tightened considerably after the crash, automobile lending has remained relatively loose. Consumers with good credit scores (typically above 700) can find auto loans with low- and sometimes even zero-interest rates. Since the recession, the share of SCAG-region residents with credit scores below 660 (considered subprime) has fallen (Figure 41), suggesting that consumers have gotten better access over time to low-interest loans (Federal Reserve Bank of New York and Equifax, various). Subprime auto loans also remain prevalent, allowing consumers with poor credit histories or low

incomes to finance vehicle purchases. U.S. auto loan originations among subprime consumers increased 140 percent from 2010 to 2015 (New York Fed Consumer Credit Panel / Equifax). We do not have local-level data on vehicle debt, but inflation-adjusted per capita vehicle debt in California rose 91 percent between 2000 and 2015 (Federal Reserve Bank of New York).[19]

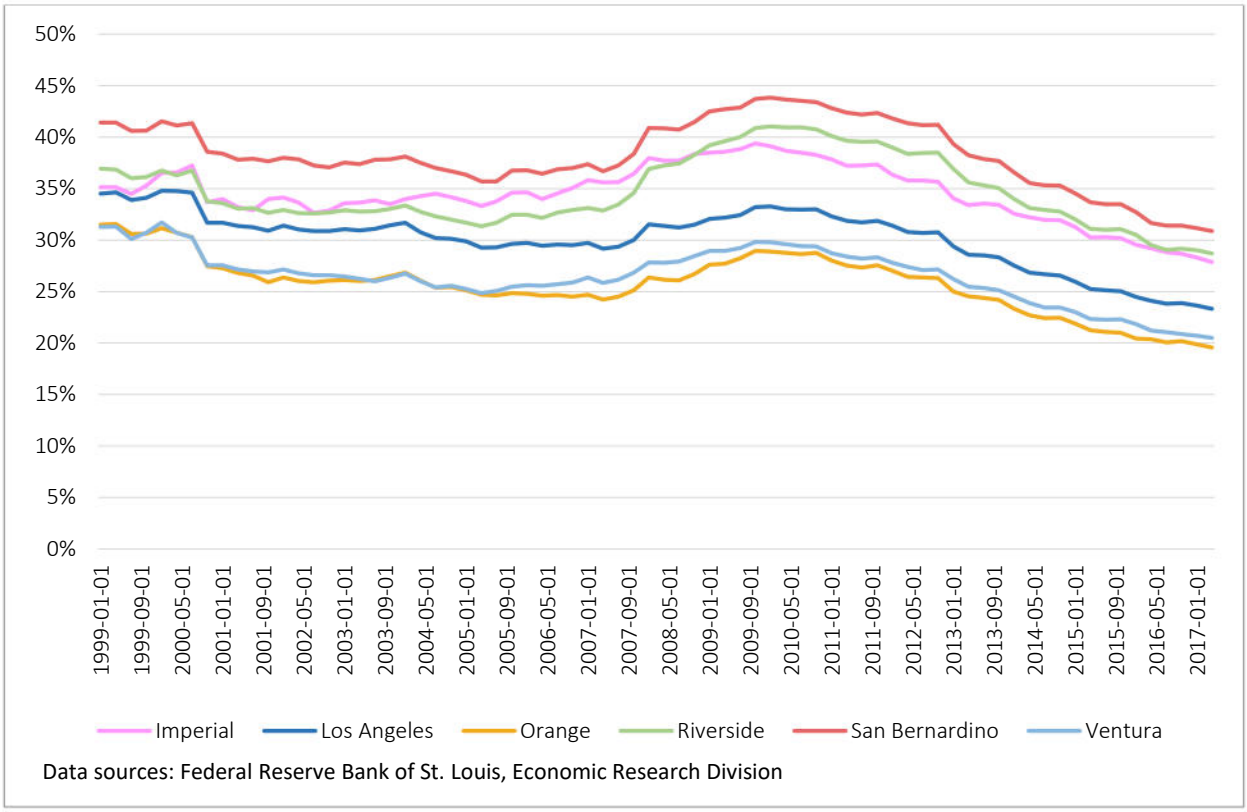

Figure 35. Percent of sample with credit scores below 660, by county in SCAG region.

CONCLUSION

Per capita transit ridership, long sluggish in Southern California, began to fall in 2007. In 2012 that per capita decline accelerated, and manifested as a more noticeable and more alarming absolute decline. The precise reasons for this decline are almost certainly manifold, and hard to disentangle. Gas prices fell sharply after rising steeply. The explosive growth of Uber and Lyft provided new mobility options to some people who had been mobility-constrained. In Orange County, fares rose substantially. On LA Metro, by at least some accounts, feelings of danger increased. Some of the people most likely to use transit moved to areas where transit was less prevalent. Especially in recent years, all these factors most likely contributed to transit's downturn.

[19] Data come from the New York Federal Reserve Bank's Consumer Credit Panel.

But in weighing the evidence, the overwhelming factor appears to be a dramatic increase in the stock of private automobiles. Between 2000 and 2015 Southern Californians acquired vehicles at nearly four times the rate they had between 1990 and 2000. This growth of the private vehicle stock lines up—in timing, in magnitude, and in theory—with the region's falling transit use. Vehicle access grew across all income levels and groups, but disproportionately among those groups, like the low-income and foreign-born, who are most likely to ride transit. Transit ridership in the SCAG region has long depended on a sizable minority of people who did not, largely for economic reasons, have access to cars. After 2000, many of these people acquired cars, and it should not surprise us that they started riding transit less.

To be sure, the case we build in reaching this conclusion is circumstantial. For reasons we have already enumerated, the data available to examine transit riders are scarce and fragmented, which leaves alternative explanations possible if not plausible. Certainly future research should emphasize more data collection. Given the data available today, however, in our judgement rising vehicle ownership is the best explanation for falling transit ridership.

If this explanation is sound, it poses a daunting problem for transit operators. When lower-income people graduate from transit to driving, transit agencies bear a cost, but the other side of that cost is a large benefit for both the people who start driving *and* for society overall. In the aggregate, Southern Californians drive too much, once the various costs of pollution, congestion and crashes are accounted for. But some Southern Californians – the poorest of them – drive *too little*, and both their lives and the region as a whole would be improved if they drove a bit more. The low-income person who acquires a vehicle often makes fewer trips than an affluent person (driving is expensive) and the trips they make are often essential, and have social benefits that exceed their social costs. A car trip by a low-income household is more likely than one by an affluent household to involve finding and keeping work, getting to school, or accessing better health and daycare options. These trips might modestly increase congestion and pollution, but they have large paybacks in employment, earnings, and overall well-being that exceed those costs. Affluent households, in contrast, make many more trips, and more trips whose social value is lower (they might increase congestion and pollution not just by driving to work, but also by driving to lunch, or to visit friends).

Given the powerful difference a car can make in the lives of low-income people, efforts by transit agencies to recapture low-income riders can have a perverse impact: they would target some of the highest-value vehicle trips in the region. Ideally, of course, transit agencies would pull people away from lower-value vehicle trips. It makes little sense to deprive a low-income person of their trip to work at a location poorly served by transit, when affluent people routinely drive for errands and visits that they could easily complete by foot or transit. A quick trip to a store a half mile away (or a trip to a store a mile away when a comparable store is a quarter mile away) is more likely to have social costs that exceed its benefits. And these trips are abundant.

Given this situation, and given the ambitious greenhouse gas reduction goals that California has assigned to transit, planners and operators may need to expand transit's target market. Transit should by no means abdicate its social service mission, but as we stated in the introduction, per capita transit use falls when current riders stop riding, and when new residents don't start. Transit today relies on a high rate of use by a narrow base of people. But if that narrow base of people is acquiring vehicles, transit's healthy future lies in reversing those circumstances, and striving for at least a low rate of use by a broad base of people. The SCAG region lost 72 million transit rides annually from 2012 to 2016. This number seems daunting,

but the region has 18.8 million people. According to the CHTS, about 77 percent of those people (roughly 14.5 million), ride transit rarely or never. Herein lies vast untapped potential. If one out of every four of those people replaced a single driving trip with a transit trip once every two weeks, annual ridership would grow by 96 million—more than compensating for the losses of recent years.

The obstacle to this outcome, however, is large and beyond the direct control of transit operators: driving is too cheap. The large subsidies given to transit in recent years pale next to the longstanding subsidies for automobiles that are hidden in unpriced road use, unpriced or underpriced street parking, high minimum parking requirements, and taxpayer- and developer-financed road-widenings. If public policy does not adequately confront underpriced driving, then transit ridership will likely continue to falter, and transit will not meet its ambitious environmental goals.

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Appendix A

Fare regression output.

Descriptive Data (data are in panel form; observations are agency-years). Route coverage = route miles/service area. Headways = route miles/ (revenue miles/service miles). The service area is in square miles. Service area and service population are the difference between UZA average level of service and service area/ service population.

Absolute Levels

	mean	sd	n
unlinked passenger trips	15,213,380	130,300,000	9,030
vehicle revenue hours	395,268	1,659,684	9,037
headway	33.07	51.01	6,954
route coverage	3.18	6.32	6,922
service area	713.2	8,963.3	9,793
service population	718,549	1,729,745	9,794
fare (2015$)	$1.71	$2.52	8,647

Change from Prior Year

	mean	sd	n
change in unlinked passenger trips	170,442	6,338,137	8,037
change in vehicle revenue hours	5,015	87,867	8,047
change in headway	0.02	18.81	6,277
change in route coverage	-0.07	5.45	6,255
change in service area	0.0	0.4	8,852
change in service population	0	0	8,853
change in fare (2015$)	$0.01	$0.64	7,702

Regression Output:
The regressions are linear and all variables are naturally log-transformed.
Models were run with the dependent variables being levels and changes.
Model 4 is the model discussed in the text.

* change from the prior year is calculated using absolute levels

y=passenger trips	(1)	(2)	(3)	(4)
VARIABLES	OLS	OLS	OLS	FE
vehicle revenue hours	1.264***	1.312***	1.289***	0.754***
	(0.00974)	(0.00950)	(0.00947)	(0.0108)
headway	-0.155***	-0.193***	-0.209***	-0.0152*
	(0.0128)	(0.0129)	(0.0116)	(0.00833)
route coverage	0.0416***	0.0635***	0.0824***	0.0164***
	(0.00809)	(0.00815)	(0.00697)	(0.00555)
service area (miles^2)	-0.126***	0.00594		
	(0.0129)	(0.0104)		
service pop	0.214***		0.139***	0.0380***
	(0.0128)		(0.0102)	(0.00679)
fare (2015$)	-0.0270**	-0.0105	-0.0249**	-0.162***
	(0.0106)	(0.0108)	(0.0107)	(0.00677)
Constant	0.0223	-0.434***	-0.134	5.708***
	(0.0918)	(0.0895)	(0.0910)	(0.123)
Observations	6,767	6,767	6,767	6,767
R-squared	0.868	0.862	0.866	0.498
Number of agencies				620

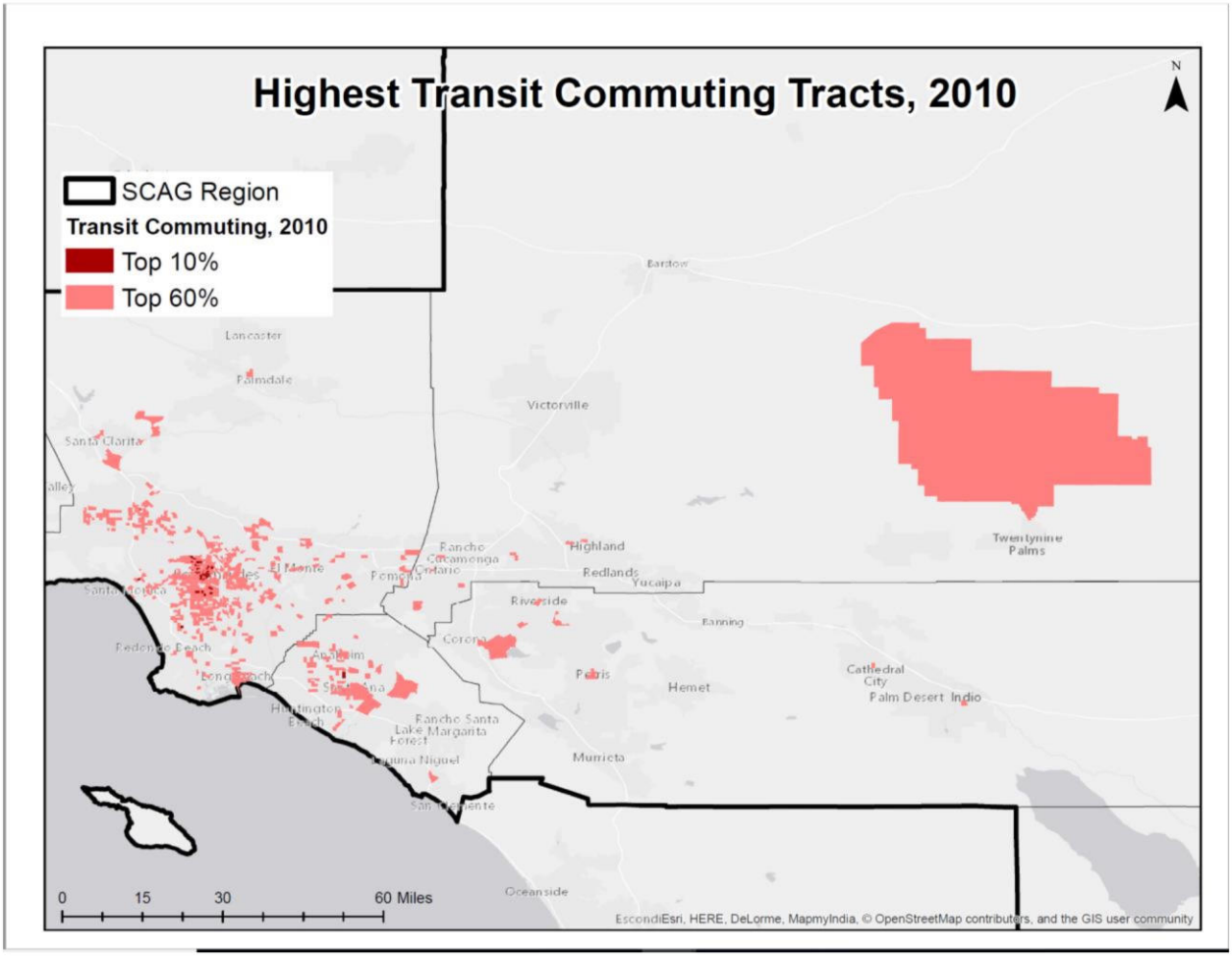
Standard errors in parentheses
*** p<0.01, ** p<0.05, * p<0.1

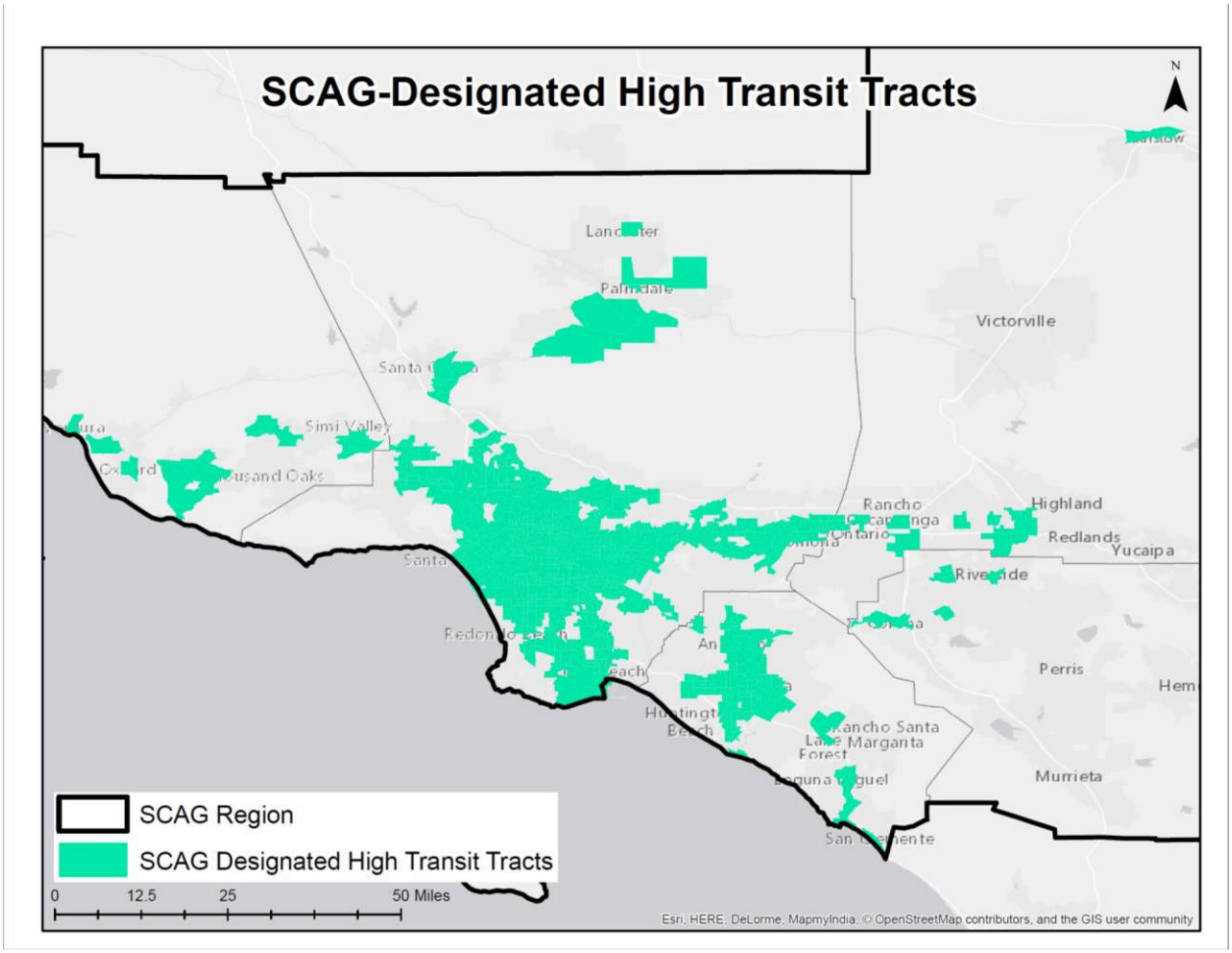
y=change in passenger trips	(1)	(2)	(3)	(4)
VARIABLES	OLS	OLS	OLS	FE
change in VRH	32.08***	32.08***	32.08***	27.19***
	(1.096)	(1.096)	(1.096)	(1.147)
change in headway	-12,979**	-12,973**	-13,133**	-9,162
	(5,995)	(5,994)	(5,981)	(6,095)
change in route coverage	28,528	28,498	29,237	18,718
	(20,642)	(20,637)	(20,554)	(21,703)
change in service area (miles^2)	-98,385	-95,007		
	(263,173)	(259,378)		
change in service pop	19,953		3,401	
	(262,368)		(258,587)	
change in fares (2015$)	-287,046*	-286,709*	-287,167*	-301,584*
	(172,940)	(172,869)	(172,928)	(178,218)
Constant	31,160	31,496	31,138	59,982
	(86,058)	(85,937)	(86,052)	(84,787)
Observations	6,102	6,102	6,102	6,102
R-squared	0.124	0.124	0.124	0.094
Number of agencies				602

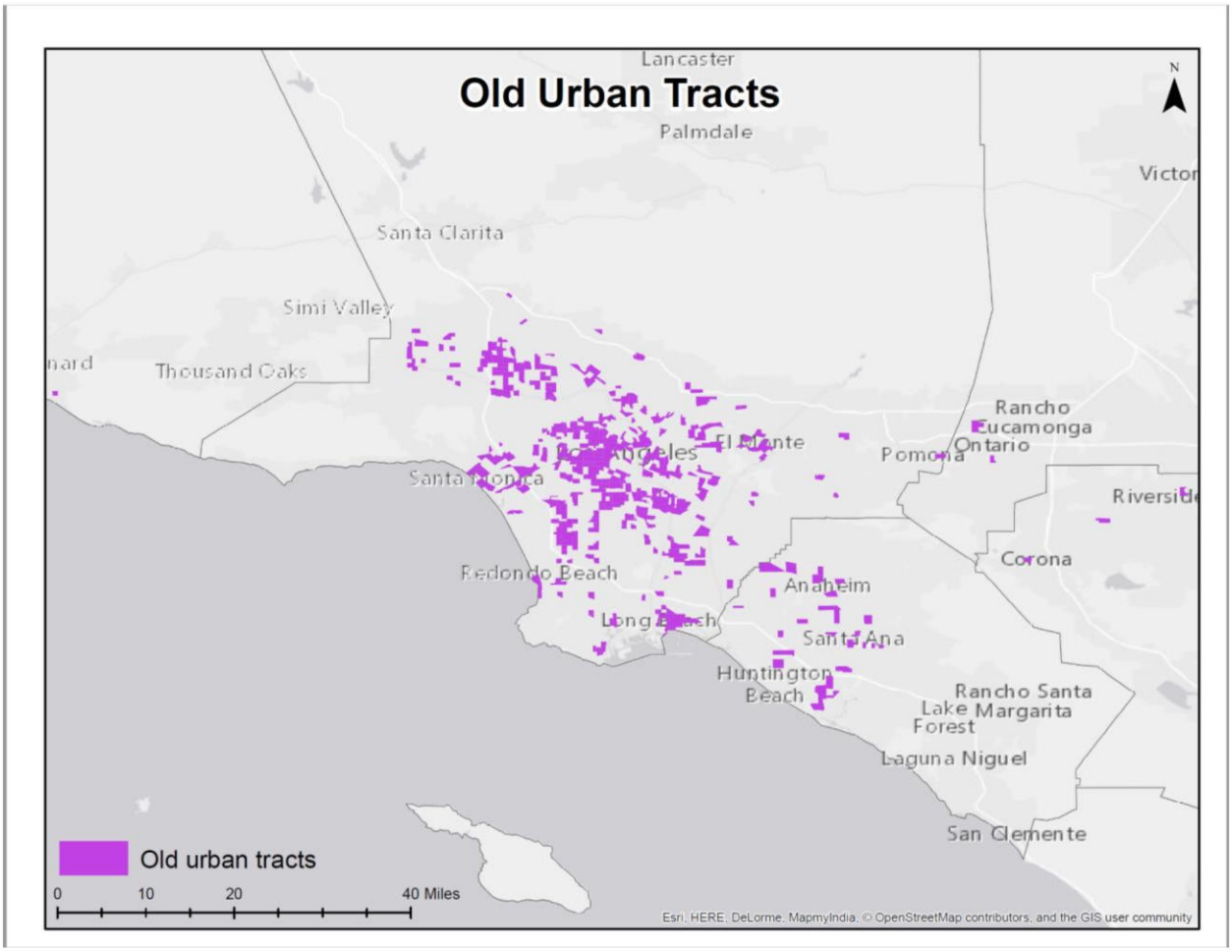
Standard errors in parentheses
*** p<0.01, ** p<0.05, * p<0.1

Appendix B

Neighborhood change attributes and locations.




SCAG-Designated High Transit Tracts
N
Lancaster
Palmdale
Victorville
Santa Clarita
Simi Valley
Thousand Oaks
Rancho Cucamonga
Ontario
Highland
Redlands
Yucaipa
Riverside
Perris
Rancho Santa Margarita
Lake Forest
Murrieta
SCAG Region
SCAG Designated High Transit Tracts
0
12.5
25
50 Miles
Esri, HERE, DeLorme, MapmyIndia, © OpenStreetMap contributors, and the GIS user community

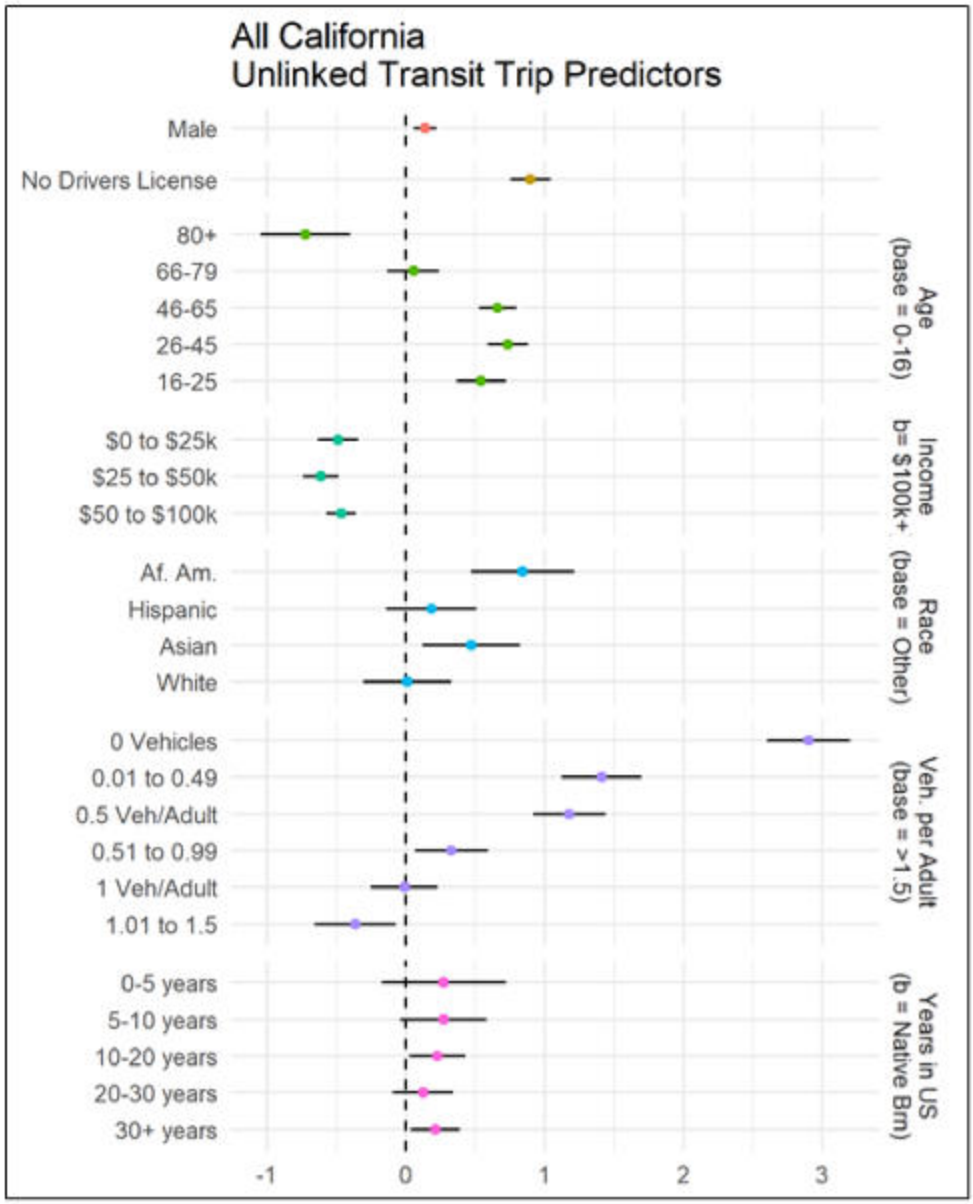


Mean Characteristics of Transit-Rich Neighborhoods:
Change over time in Tracts with High Concentrations of Transit Commuters in 2000

10 Percent	**2000**	**2010**	**2015**
% Transit Use	38%	33%	33%
% Poverty	38%	32%	36%
% Foreign Born	63%	62%	57%
% 0-Vehicle Households	43%	34%	34%
% NH White	9%	10%	8%
N Tracts	48	48	48
% of All Tracts in Region	1.4%	1.2%	1.2%
Total Tracts	3,393	3,954	3,953
60 Percent	**2000**	**2010**	**2015**
% Transit Use	16%	14%	13%
% Poverty	27.79	23.13	26.55
% Foreign Born	47.84	44.31	42.10
% 0-Vehicle Households	22.78%	15.76%	15.68%
% NH White	14.39	17.42	15.86
N Tracts	691	691	691
% of All Tracts in Region	20.4%	17.5%	17.5%
Total Tracts	3,393	3,954	3,953

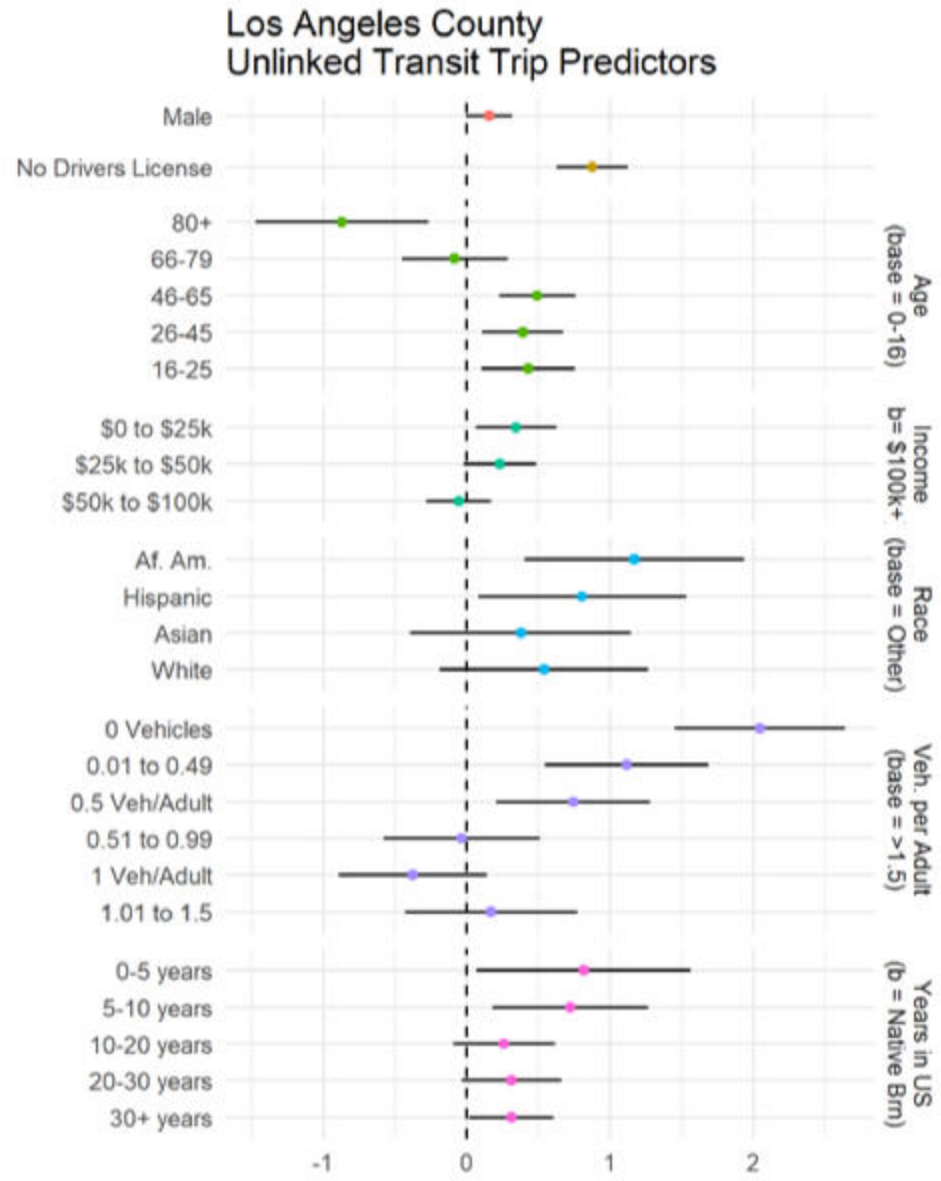
Sources: US Census 2000, ACS 2006-2010, ACS 2011-2015

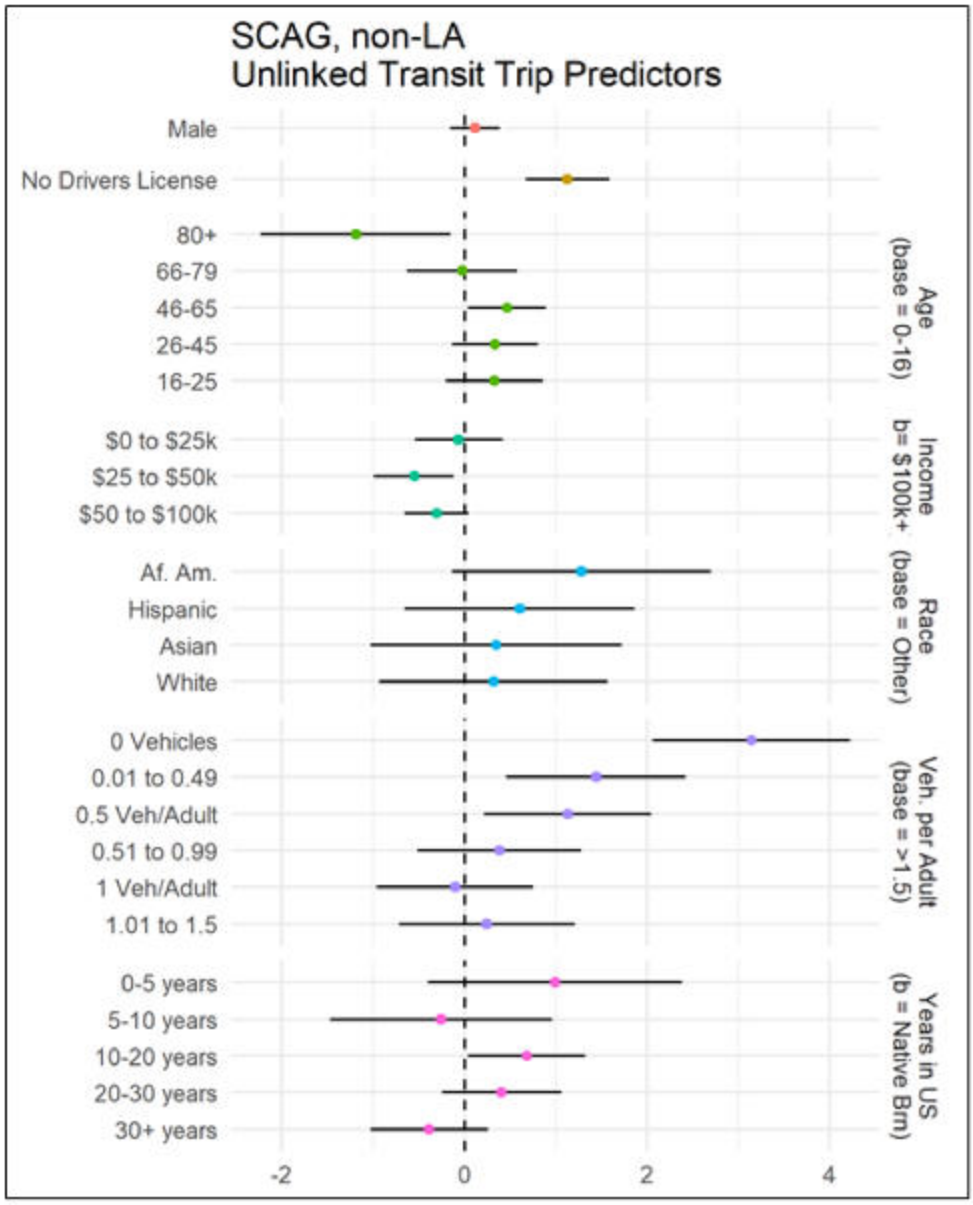
Appendix C

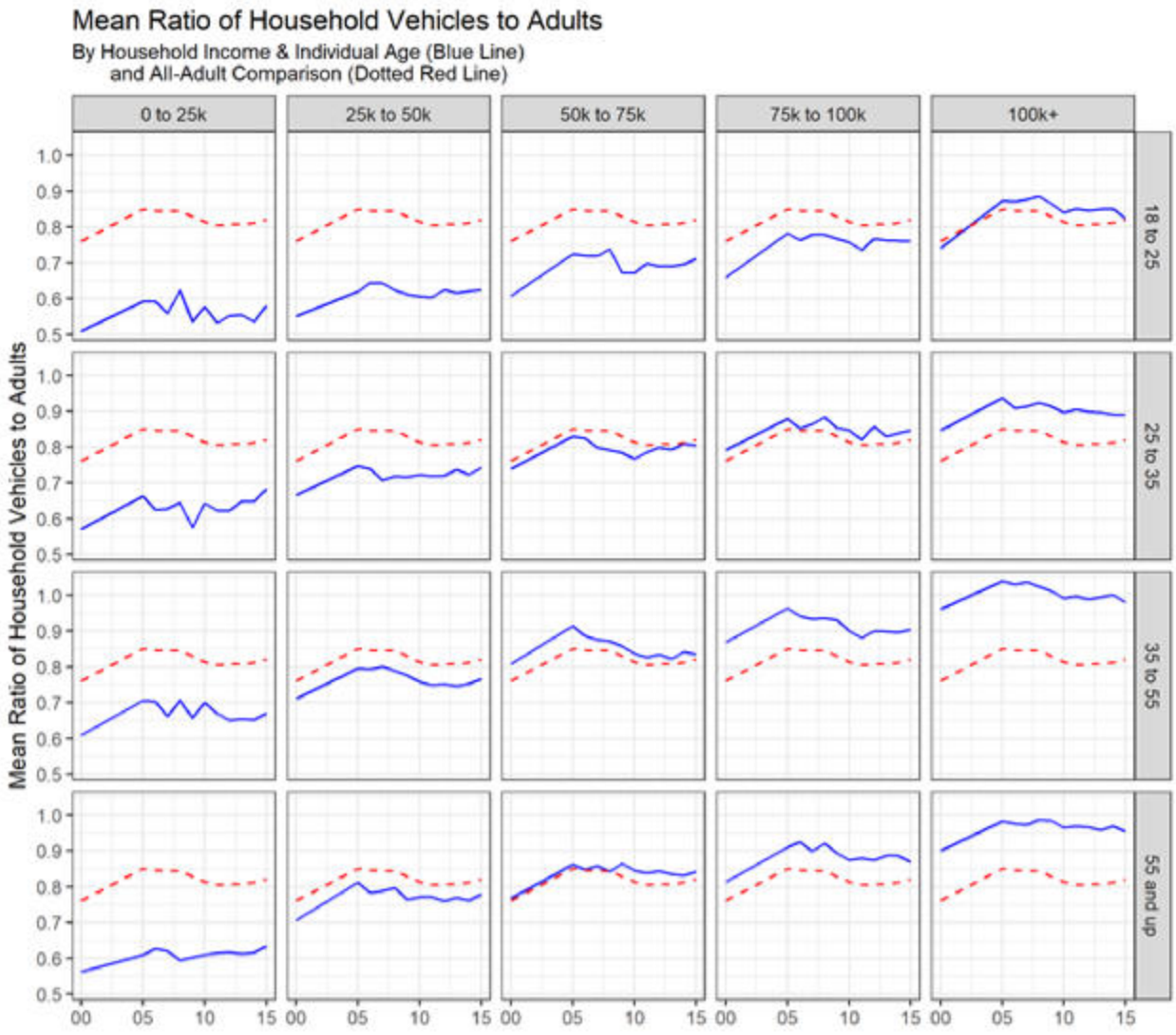

All California
Unlinked Transit Trip Predictors
Male
No Drivers License
80+
66-79
46-65
26-45
16-25
Age (base = 0-16)
$0 to $25k
$25 to $50k
$50 to $100k
Income (b= $100k+)
Af. Am.
Hispanic
Asian
White
Race (base = Other)
0 Vehicles
0.01 to 0.49
0.5 Veh/Adult
0.51 to 0.99
1 Veh/Adult
1.01 to 1.5
Veh. per Adult (base = >1.5)
0-5 years
5-10 years
10-20 years
20-30 years
30+ years
Years in US (b = Native Brn)
-1
0
1
2
3

Appendix D

Additional trip predictors and descriptive data.




SCAG, non-LA
Unlinked Transit Trip Predictors
Male
No Drivers License
80+
66-79
46-65
26-45
16-25
Age (base = 0-16)
$0 to $25k
$25 to $50k
$50 to $100k
Income b= $100k+
Af. Am.
Hispanic
Asian
White
Race (base = Other)
0 Vehicles
0.01 to 0.49
0.5 Veh/Adult
0.51 to 0.99
1 Veh/Adult
1.01 to 1.5
Veh. per Adult (base = >1.5)
0-5 years
5-10 years
10-20 years
20-30 years
30+ years
Years in US (b = Native Brn)
-2
0
2
4


Mean Ratio of Household Vehicles to Adults
By Household Income & Individual Age (Blue Line)
and All-Adult Comparison (Dotted Red Line)
0 to 25k
25k to 50k
50k to 75k
75k to 100k
100k+
18 to 25
25 to 35
35 to 55
55 and up
Mean Ratio of Household Vehicles to Adults
1.0
0.9
0.8
0.7
0.6
0.5
00
05
10
15

Appendix C
The League of American Bicyclists

BICYCLE FRIENDLY COMMUNITY
Fall 2021
THE LEAGUE OF AMERICAN BICYCLISTS

RIVERSIDE, CA

TOTAL POPULATION
324,722

POPULATION DENSITY
3982

TOTAL AREA *(sq. miles)*
81.54

OF LOCAL BICYCLE FRIENDLY BUSINESSES 2

OF LOCAL BICYCLE FRIENDLY UNIVERSITIES 1

10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	*Riverside*
High Speed Roads with Bike Facilities	35%	51%
Total on- and off-road Bicycle Network Mileage to Total Road Network Mileage	48%	21%
Bicycle Education in Schools	GOOD	VERY GOOD
Share of Transportation Budget Spent on Bicycling	11%	10%
Bike Month and Bike to Work Events	GOOD	AVERAGE
Active Bicycle Advocacy Group	YES	YES
Active Bicycle Advisory Committee	MEETS EVERY TWO MONTHS	MEETS AT LEAST MONTHLY
Bicycle–Friendly Laws & Ordinances	GOOD	NEEDS IMPROVEMENT
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 78K	1 PER 216.5K

CATEGORY SCORES

ENGINEERING *Bicycle network and connectivity*	4.7 /10
EDUCATION *Motorist awareness and bicycling skills*	3.9 /10
ENCOURAGEMENT *Mainstreaming bicycling culture*	3.6 /10
EVALUATION & PLANNING *Setting targets and having a plan*	5.0 /10

KEY OUTCOMES

	Average Silver	*Riverside*
RIDERSHIP *Percentage of Commuters who bike*	2.7%	0.71%
SAFETY MEASURES **CRASHES** *Crashes per 10k bicycle commuters*	537	758
SAFETY MEASURES **FATALITIES** *Fatalities per 10k bicycle commuters*	6.3	9.5



KEY STEPS TO SILVER



» Congratulations on recently adopting the Riverside PACT, including a Complete Streets Ordinance that directs transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users. It is important to ensure that there is a strong implementation and compliance process for this new policy going forward. The PACT's components will serve as a blueprint for improvements and together have many great recommendations for a more connected network of safe and comfortable bicycle facilities.

» Continue to improve and expand the low-stress bike network for all ages and abilities, and ensure that your community follows a bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.

» Increase the amount of high quality bicycle parking throughout the community. Conduct a bike parking study or audit to determine current conditions of bike parking, both in terms of quality and quantity. Develop community-wide Bicycle Parking Standards to ensure that APBP-compliant bicycle parking is available in areas near transit and urban activity centers. (See www.apbp.org/bicycle-parking-solutions)

» Continue efforts to re-launch a new public bike share system to replace the system that recently ceased operations. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike, make bicycling more accessible to all, and to bridge the 'last mile' between public transit and destinations.

KEY STEPS CONTINUED ON PAGE 2...

RIVERSIDE, CA

Fall 2021

KEY STEPS TO SILVER CONTINUED

» Improve bicycle safety education for students of all ages by incorporating more on-bicycle education opportunities and by expanding the program to all K-12 schools. Providing bicycles in schools for on-bike education ensures that all students can learn to safely ride a bicycle regardless of the availability of a bicycle in their household. Work with the school district, local bicycle groups, and interested parents to expand and improve the Safe Routes to School program.

» Expand bicycle education opportunities for adults. Consider ways to target demographics who currently do not feel safe riding with classes or events that address their concerns and create an inclusive, welcoming environment.

» Host a League Cycling Instructor (LCI) seminar to increase the number of local LCIs in your community. Having several active instructors in the area will enable you to expand cycling education for youth and adults, recruit more knowledgeable cycling ambassadors, deliver Bicycle Friendly Driver education to motorists, and have experts available to assist in encouragement programs.

» Increase the amount of staff time spent on improving conditions for people who bike and walk, either by creating a new Bicycle & Pedestrian Coordinator position or expanding the responsibilities of current staff.

» Continue to develop a bicycle count program that utilizes several methods of data collection including automated bicycle counters to provide long-term data on bicycle use at fixed points and mobile counters to provide periodic or before/after data related to changes in your community's road or bicycle network. Observational counts and surveys can supplement automated data in order to collect demographic information and examine social equity goals.

» Adopt a goal to eliminate traffic fatalities and serious injuries and support this goal with a comprehensive road safety plan or a Vision Zero policy to identify specific strategies to reduce traffic crashes and deaths for all road users, including bicyclists and pedestrians. Introducing low stress bikeway facilities and lowering vehicle speeds through traffic calming treatments are important engineering components for addressing roadway safety.

» Continue efforts to examine and reconsider the City's policies regarding non-exclusively human powered devices on trails so that electric pedal assist bicycles can be used more freely on trails throughout the community.

MORE RESOURCES FOR IMPROVING YOUR COMMUNITY:

» **League of American Bicyclists: https://www.bikeleague.org**

» **Guide to the BFC Report Card: https://bikeleague.org/sites/default/files/Guide_to_the_Bicycle_Friendly_Community_Report_Card.pdf**

» **Resources for Building a Bicycle Friendly Community: https://bikeleague.org/BFC_Resources**

» **Building Blocks of a Bicycle Friendly Community: https://bikeleague.org/content/building-blocks-bicycle-friendly-communities**

» **About the BFC Application Process: https://bikeleague.org/content/about-bfc-application-process**

» **The Five E's: https://bikeleague.org/5-es**

» **Tips for Current and Aspiring BFCs: https://bikeleague.org/BFC-tips**

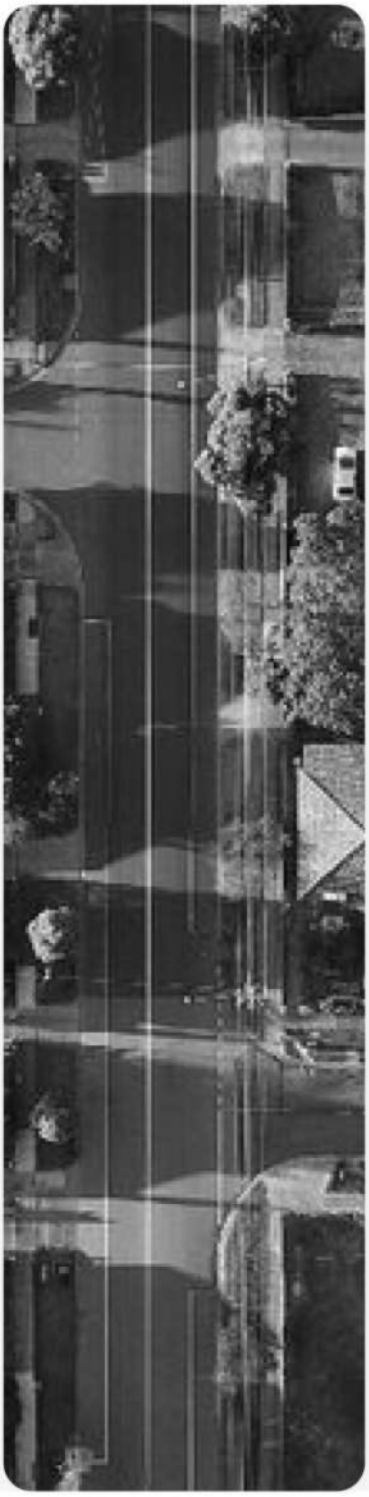
» **Smart Cycling Program: https://bikeleague.org/ridesmart**

» **Advocacy Reports and Resources: https://bikeleague.org/reports**

» **Bicycle Friendly Business Program: https://bikeleague.org/business**

» **National Bike Month: https://bikeleague.org/bikemonth**

Appendix D
Flock Safety



NEIGHBORHOOD SAFETY

Keep Your Neighborhood Safe from Crime Day and Night

Flock Safety's 24/7 security technology helps deter and solve neighborhood crime while giving residents peace of mind.

Book a Demo

Hi there, how can I best help you?



Flock Safety provides a comprehensive and customizable solution to proactively deter and solve crime in neighborhoods, while delivering peace of mind to residents. Our license plate recognition paired with our live and recorded video cameras work 24/7 to provide objective evidence to law enforcement and help solve crimes faster.

Infrastructure-Free

Flock Safety's technology is solar-powered and runs on LTE. This allows you to place cameras anywhere in your neighborhood without wiring constraints or additional utility bills.

Customizable Multi-Camera Coverage

Pair license plate recognition (LPR) cameras with live and recorded video to detect bad actors and gain real-time contextual evidence if an incident occurs.

Optional Partnership with Law Enforcement

Opt to share your camera's data with law enforcement so they'll be alerted when registered sex offenders, individuals with protective orders or vehicle theft suspects enter your community.



ARTICLE

Colorado Neighborhoods Using Flock Safety to Reduce Crime

"

I'm not that computer savvy and I find it very easy to use Flock. I put in the date and a time period and the cars are all there, the license plates, the make and model. Plus, it tells you how many times they've been through — if they've been on the street 30 times in the last month, we know they're probably a resident."

Security solutions to keep your neighborhood safe

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Resources
S

LPR Cameras

Gunshot Detection

Video



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Expedite your response to "shots fired" when every second counts



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Neighborhoods and HOAs across the US trust Flock Safety

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Elected Official/City Council

Construction

Improvement Districts

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School Safety

Organized Retail Crime

Healthcare Patient & Staff Safety

Real-time Crime Center

Flock Safety Falcon®

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Flock Safety Falcon® SR

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Flock Safety Wing®

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Solutions

Traffic Analytics for Businesses

Advanced Investigation Analytics

Flock Safety Mobile App

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LPR Cameras

Products

Why Flock

Resources

S

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TECHNICAL MEMORANDUM

DATE: January 19, 2026
TO: Brandon Roth, Stratham Homes
FROM: Charlene So, Urban Crossroads, Inc.
JOB NO: 13448-12 FTA Memo



SUBJECT: SUMNER PLACE FOCUSED TRAFFIC ASSESSMENT

Urban Crossroads, Inc. is pleased to provide the following Focused Traffic Assessment for the Sumner Place development (Project), located on the southeast corner of Sumner Avenue and Schleisman Road in the City of Eastvale. This assessment describes the changes to the proposed Project trip generation and determines the validity of the findings disclosed in the Sumner Place Traffic Analysis (prepared by Urban Crossroads, Inc., dated April 19, 2021, referred to as 2021 Traffic Analysis).

BACKGROUND & PROPOSED PROJECT

The Project was originally evaluated in the 2021 Traffic Analysis assuming 22 multi-family (low-rise, 2-floors) residential units, 194 multi-family (mid-rise, 3-floors) residential units, 2,500 square feet of commercial retail use, and 2,500 square feet of fast-food restaurant use without drive-through window use. The driveway on Sumner Avenue assumed right-in/right-out/left-out access and the driveway on Schleisman Road assumed right-in/right-out/left-in access only.

The Project is now proposing the development of 159 townhome units, which are less intense than the uses evaluated in the 2021 Traffic Study. In addition, the Project is proposing two gated driveways on Sumner Avenue and Orange Street. Both driveways will provide full access (no left turn restrictions), with the driveway along Orange Street designated for resident use only. Exhibit 1 identifies the current site plan.

The 2021 Traffic Study evaluated nine study area intersections as shown in Exhibit 2. However, pursuant to discussions with City staff, new traffic counts were collected at the four denoted study area intersections in February 2025. These traffic counts were compared to the volumes utilized and evaluated in the 2021 Traffic Study to determine whether the data utilized in the 2021 Traffic Study are still valid.

EXHIBIT 1: SITE PLAN

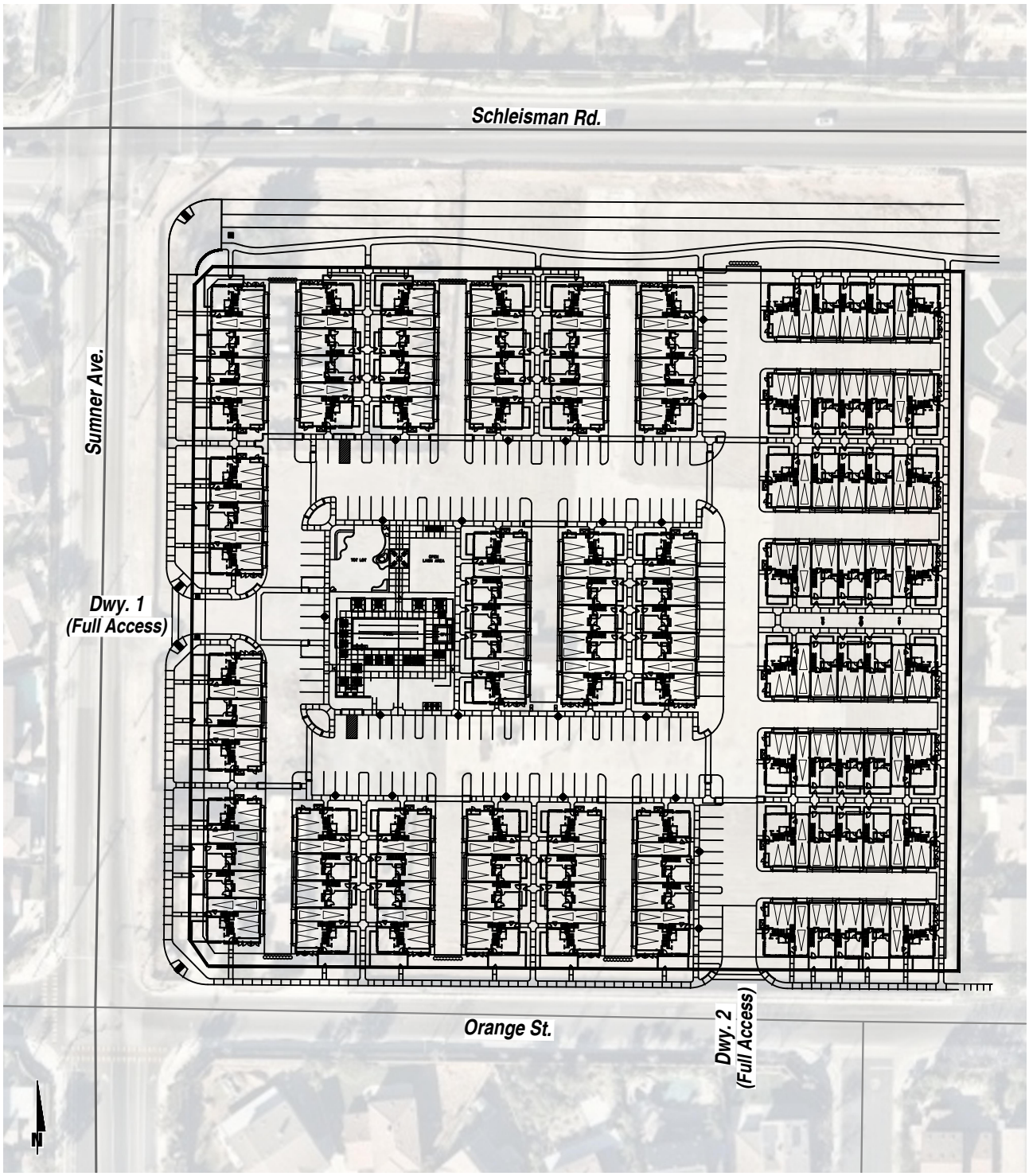
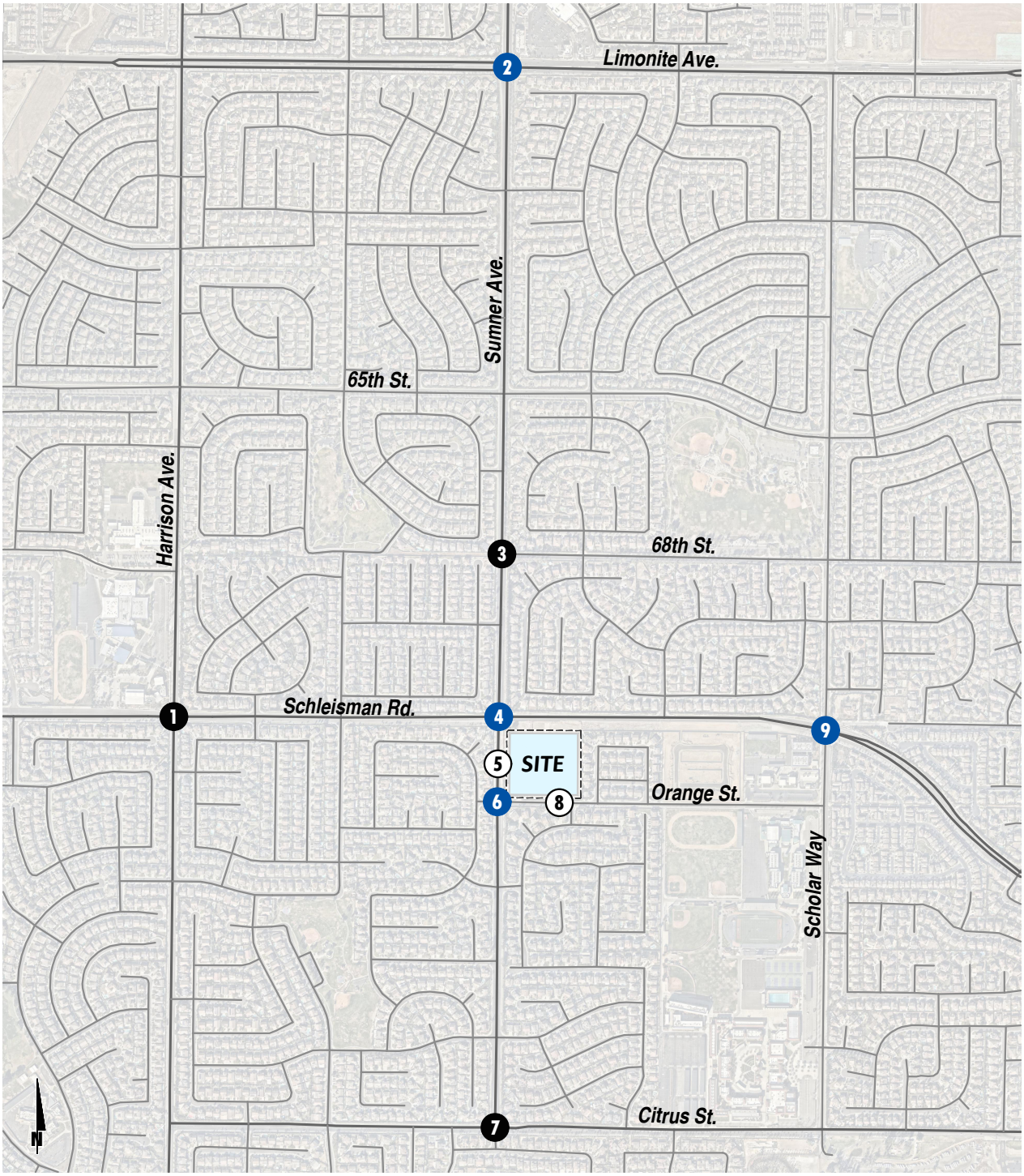


EXHIBIT 2: STUDY AREA



LEGEND:

(0) = *Future Intersection Analysis Location*

0 = *Existing Intersection Analysis Location*

0 = *New Count Data Collected*

TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

APPROVED PROJECT

The 2021 Traffic Study evaluated 22 multi-family (low-rise, 2-floors) residential units, 194 multi-family (mid-rise, 3-floors) residential units, 2,500 square feet of commercial retail use, and 2,500 square feet of fast-food restaurant use without drive-through window use. The Project trip generation was calculated based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Edition, 2017). Table 1 summarizes the Project's trip generation as evaluated in the 2021 Traffic Study with 1,406 two-way trips per day, 228 AM peak hour trips, and 91 PM peak hour trips. An excerpt from the 2021 Traffic Study with the previously approved Project trip generation is provided in Appendix 1.

PROPOSED PROJECT

The Project is proposing the development of 159 townhome units, which are less intense than the uses evaluated in the 2021 Traffic Study. Table 2 summarizes the Project trip generation with 1,072 two-way trips per day, 63 AM peak hour trips, and 55 PM peak hour trips based on the trip generation rates published in the ITE Trip Generation Manual (11th Edition, 2025) for the Multifamily Housing (Low-Rise) land use category (ITE Land Use Code 220). Table 2 also summarizes the Project's net change in trip generation in comparison to the 2021 Traffic Study which indicates the Project would result in a net reduction of 334 two-way trips per day (or a reduction of 24%), 165 AM peak hour trips (or a reduction of 72%), and 36 PM peak hour trips (or a reduction of 40%). Although an updated ITE Trip Generation Manual has recently been published in August 2025, they are generally consistent with or lower than the rates utilized for this assessment per the 11th Edition for the Multifamily Housing (Low-Rise) land use category.

TRIP DISTRIBUTION

The Project trip distribution represents the directional orientation of traffic to and from the Project site. Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute.

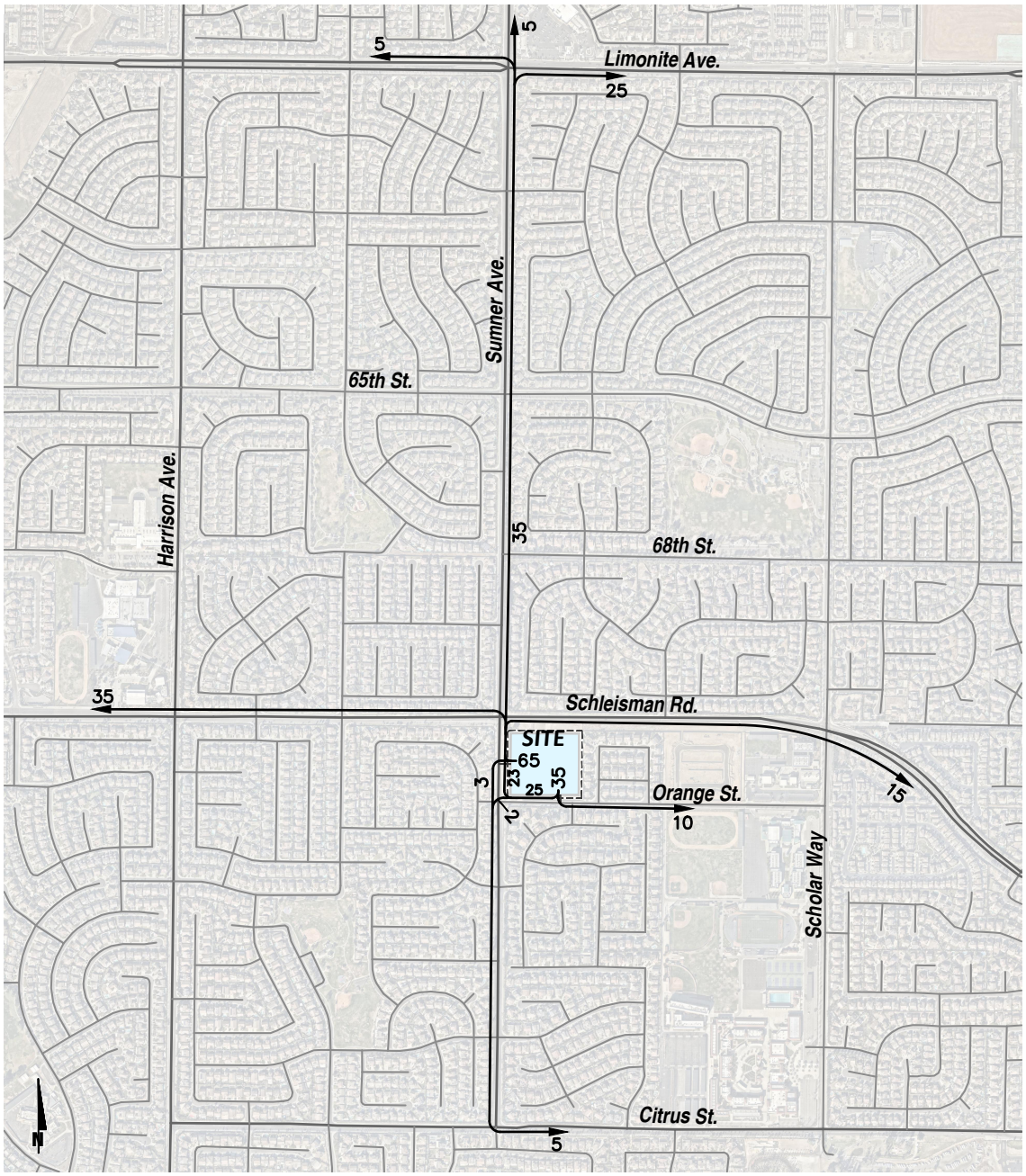
APPROVED PROJECT

The 2021 Traffic Study evaluated the driveway on Sumner Avenue with right-in/right-out/left-out access and the driveway on Schleisman Road assumed right-in/right-out/left-in access only. The trip distribution patterns from the 2021 Traffic Study are also included in Appendix 1.

PROPOSED PROJECT

Although the external trip distribution patterns are consistent with the 2021 Traffic Study, the distributions have been modified based on the new proposed access. The gated driveways on Sumner Avenue and Orange Street are proposed to allow for full access (no turn restrictions), with the driveway on Orange Street restricted to resident use. There is no longer a driveway proposed on Schleisman Road. The revised Project trip distribution patterns are shown in Exhibit 3.

EXHIBIT 3: PROJECT TRIP DISTRIBUTION



LEGEND:

10 = *Percent To/From Project*

→ = *Trip Distribution*

TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the reduced Project traffic generation and updated trip distribution patterns, Project peak hour intersection turning movement volumes at all study area intersections are shown in Exhibit 4. Appendix 1 includes the Project only traffic volumes from the 2021 Traffic Study for informational purposes.

INTERSECTION OPERATIONS FOR SUMNER AV. & ORANGE ST.

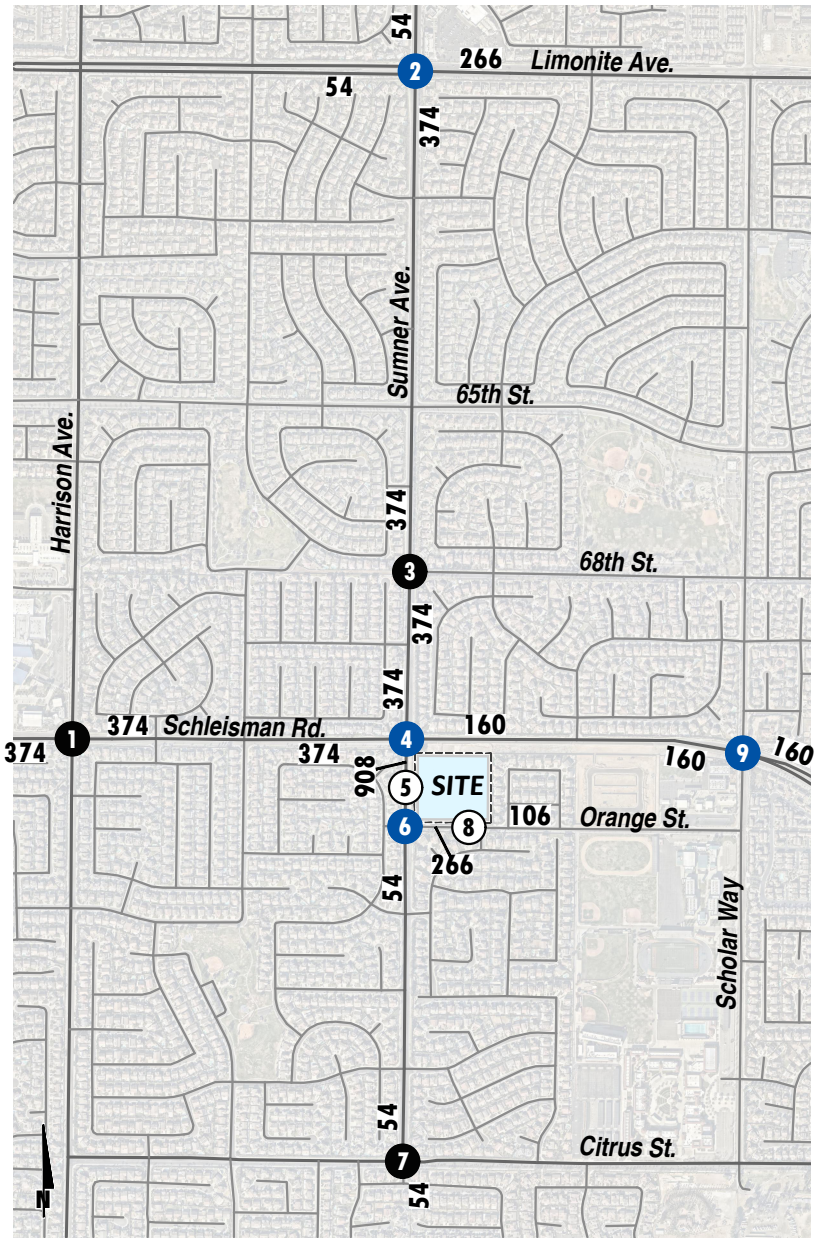
Pursuant to discussions with City staff, four intersections were surveyed to collect new peak hour traffic count data in February 2025 (see also Exhibit 5) which includes the intersection of Sumner Avenue and Orange Street. Count data worksheets are provided in Appendix 2. A review of the volume changes observed for each location is provided below:

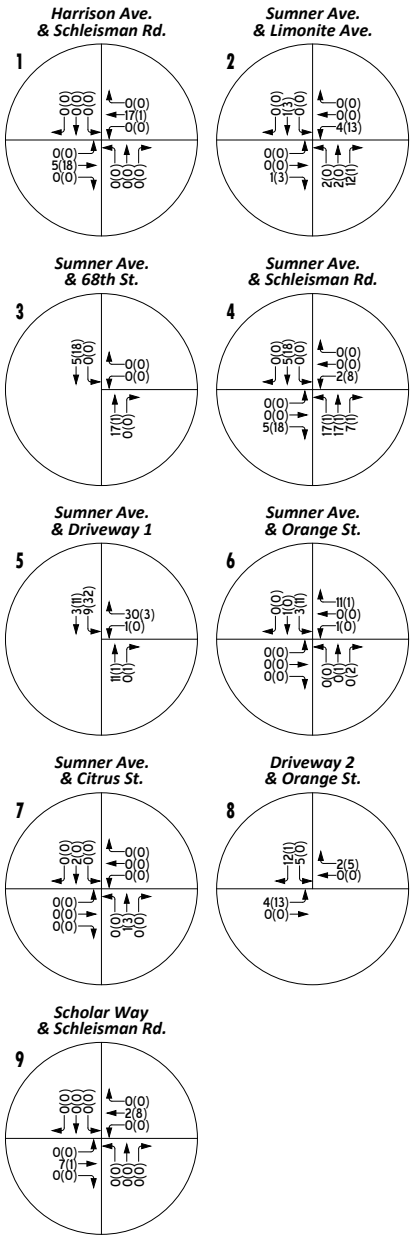
- Sumner Av. & Orange St. (#6)
    - AM: The 2025 AM peak hour volumes are approximately 25% greater than the Opening Year (2022) volumes from the 2021 Traffic Study. The new volumes are higher than the Horizon Year (2040) by approximately 13%. The increase in volumes at this intersection is attributable to increased volumes turning to and from Orange Street east of Sumner Avenue.
    - PM: The 2025 PM peak hour volumes are approximately 0.2% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.

Due to the proposed Project driveway on Orange Street, the Project's distribution patterns at the intersection of Sumner Avenue and Orange Street are anticipated to be different from that evaluated in the 2021 Traffic Study. As such, the intersection of Sumner Avenue and Orange Street has been re-evaluated for the Opening Year (2022) and Horizon Year (2040) traffic conditions with the modified Project trip assignment (refer to Exhibit 4).

The 2021 Traffic Study did not identify any improvements at the intersection of Sumner Avenue and Orange Street. However, the Project would be implementing improvements at the intersection as part of the Project including accommodating a second northbound through lane along the Project's frontage on Sumner Avenue and also a dedicated westbound right turn lane on Orange Street. The intersection operations analysis results are summarized in Table 3 which indicates the intersection would operate at acceptable levels of service (LOS) under both Opening Year and Horizon Year traffic conditions. As such, these findings are consistent with the 2021 Traffic Study. No additional improvements are recommended. Appendix 3 includes the peak hour intersection analysis worksheets.

EXHIBIT 4: PROJECT ONLY VOLUMES

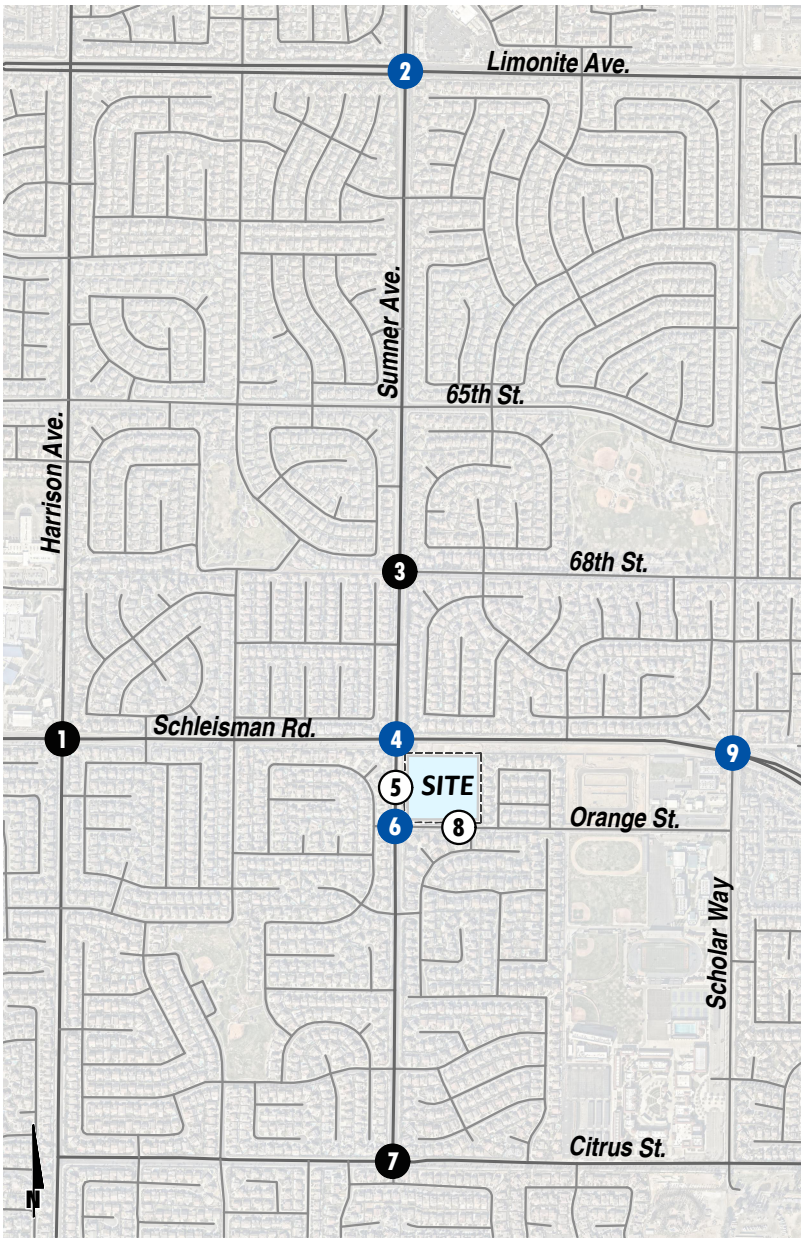


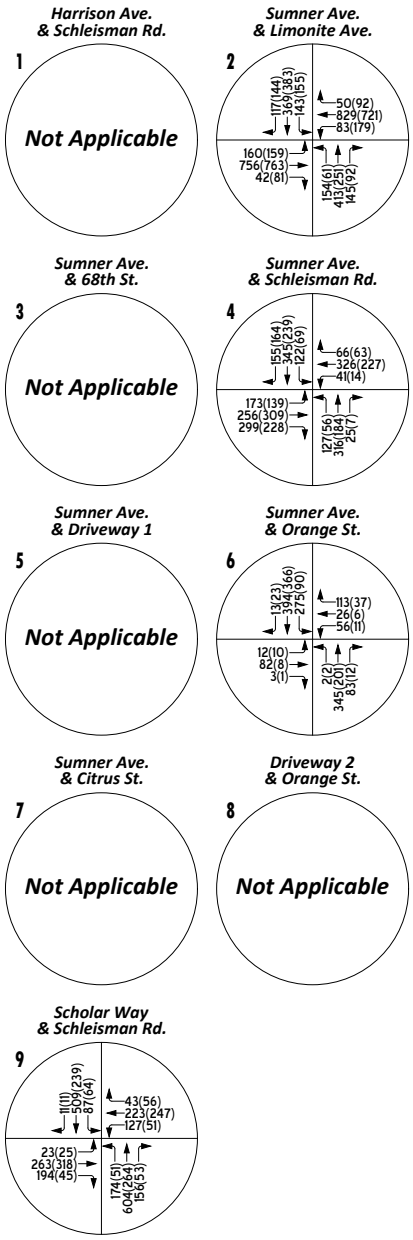


LEGEND:

- (0) = *Future Intersection Analysis Location*
- 0 = *Existing Intersection Analysis Location*
- 0 = *New Count Data Collected*
- 00(00) = *Peak Hour Volume AM(PM)*
- 00 = *Average Daily Traffic (ADT)*

EXHIBIT 5: CURRENT (2025) VOLUMES





LEGEND:

0 = *Future Intersection Analysis Location*

0 = *Existing Intersection Analysis Location*

0 = *New Count Data Collected*

00(00) = *Peak Hour Volume AM(PM)*

PEAK HOUR VOLUME REVIEW

The review of volume changes observed for each of the remaining three intersections surveyed in February 2025 (see also Exhibit 5) are discussed below. Count data worksheets are provided in Appendix 2.

- Sumner Av. & Limonite Av. (#2)
  - AM: The 2025 AM peak hour volumes are approximately 24% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 6% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - The Project trip generation and trip assignment would considerably lower the Project contribution to the intersection in comparison to the 2021 Traffic Study.
  - Even with the increase in volumes during the AM and PM peak hours, the previously noted level of service (LOS) C operations during both the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study. There are no additional recommendations due to the addition of Project traffic.
- Sumner Av. & Schliesman Rd. (#4)
  - AM: The 2025 AM peak hour volumes are approximately 3% less than the Opening Year (2022) volumes from the 2021 Traffic Study, and also less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 12% less than the Opening Year (2022) volumes from the 2021 Traffic Study, and are less than the Horizon Year (2040) volumes evaluated.
  - The Project trip generation and trip assignment would considerably lower the Project contribution to the intersection in comparison to the 2021 Traffic Study.
  - The previously noted LOS operations during both the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study. Note that the Project will be implementing improvements at this intersection which will result in improved intersection operations from the pre-project condition. There are no additional recommendations due to the addition of Project traffic.
- Scholar Wy. & Schleisman Rd. (#9)
  - AM: The 2025 AM peak hour volumes are approximately 2% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - PM: The 2025 PM peak hour volumes are approximately 7% greater than the Opening Year (2022) volumes from the 2021 Traffic Study, but are less than the Horizon Year (2040) volumes evaluated.
  - Even with the increase in volumes during the AM and PM peak hours, the previously noted LOS B/C operations during the AM and PM peak hours under Opening Year (2022) traffic conditions are not anticipated to change, and therefore would not change the recommendations of the 2021 Traffic Study.

Detailed comparisons of the traffic counts from the 2021 Traffic Study and the traffic counts recently collected in February 2025 are included in Appendix 4.

PEAK HOUR OPERATIONS ANALYSIS REVIEW

The 2021 Traffic Study identified an LOS deficiency at the intersection of Sumner Avenue and Schliesman Road (Intersection #4) starting with Existing traffic conditions through Horizon Year (2040) traffic conditions. No other study area intersections were found to be deficient under any analysis scenario. The 2021 Traffic Study identified that although the intersection of Sumner Avenue and Schliesman Road was anticipated to operate at a deficient LOS under all Without Project traffic conditions, the intersection was found to operate at LOS D or better with the proposed improvements to be implemented by the Project under With Project conditions.

As such, consistent with the recommendations identified in the 2021 Traffic Study, the Project should implement the following improvements at the intersection of Sumner Avenue and Schliesman Road:

- **Sumner Avenue south of Schlieman Road:** Project to construct a northbound left turn lane with a minimum of 190-feet of storage, a northbound through lane, and a northbound shared through-right turn lane.
- **Schleisman Road west of Sumner Avenue:** The eastbound approach should accommodate a left turn lane with a minimum of 300-feet of storage, an eastbound through lane, and an eastbound shared through-right turn lane. The eastbound left turn does not currently exist and the striping will need to be modified on the eastbound approach in conjunction with the future lane improvements along the Project's frontage east of Sumner Avenue and the new left turn signal control (protected left turn movement for the eastbound and westbound approach.
- **Schliesman Road east of Sumner Avenue:** Project to construct a new westbound left turn lane with a minimum of 200-feet of storage and a 2nd westbound through lane.
- **Schliesman Road:** Signal operations at the intersection should be modified to accommodate traditional protected left turn phasing for the eastbound and westbound approaches (as opposed to the existing split phase operation).

All other improvements needed to facilitate site access or needed to comply with City standards for frontage roadway improvements as identified in the 2021 Traffic Study are also applicable.

FINDINGS

With the implementation of the proposed Project improvements to the intersection of Sumner Avenue and Schliesman Road, there are no off-site intersection operations anticipated based on the findings of the 2021 Traffic Study.

As shown in Table 1, there are no operational issues anticipated at the intersection of Sumner Avenue and Orange Street. As such, the addition of a new driveway on Orange Street and potential changes to travel patterns for the Project from the 2021 Traffic Study is not anticipated to result in any different findings and/or recommendations. It should also be noted that this Project will include a second northbound through lane along the Project's frontage north of Orange Street to Schliesman Road, which is additional lanes from the existing lane geometrics.

With the reduction in trips associated with the proposed Project as compared to that evaluated in the 2021 Traffic Study, the impacts are anticipated to be the same or less than those disclosed previously. If you have any questions, please contact me directly at cso@urbanxroads.com.

TABLE 1: 2021 PROJECT TRIP GENERATION SUMMARY

Land Use[2]	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Multifamily Housing (Low-Rise)	22	DU	2	8	10	8	4	12	162
Multifamily Housing (Mid-Rise)	194	DU	18	52	70	52	33	85	1,056
Internal Capture Reduction[3]			-1	-9	-10	-11	-7	-18	-190
Residential Subtotal			19	51	70	49	30	79	1,028
Retail	2.500	TSF	95	58	153	17	18	35	490
Internal Capture Reduction[3]			-5	-8	-13	-11	-10	-21	-158
Pass-by Reduction[4]			0	0	0	-6	-6	-12	-168
Fast-Food without Drive-Thru	2.500	TSF	38	25	63	35	36	71	866
Internal Capture Reduction[3]			-16	-5	-21	-10	-15	-25	-358
Pass-by Reduction[4]			-12	-12	-24	-18	-18	-36	-294
Retail & Restaurant Subtotal			100	58	158	7	5	12	378
Project Total			**119**	**109**	**228**	**56**	**35**	**91**	**1,406**

[1] DU = Dwelling Units, TSF = Thousand Square Feet

[2] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[3] Internal capture based on the NCHRP 684 Internal Trip Capture Estimation Tool.

[4] Pass-by reduction consistent with ITE Trip Generation Handbook (2014).

TABLE 2: PROPOSED PROJECT TRIP GENERATION SUMMARY

Land Use	ITE LU Code	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Rates:[2]									
Multifamily Housing (Low-Rise)	220	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74

Land Use	Quantity	Units[1]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Trip Generation Summary:									
Multifamily Housing (Low-Rise)	159	DU	15	48	63	51	4	55	1,072
2021 Traffic Study			119	109	228	56	35	91	1,406
Net Change			**-104**	**-61**	**-165**	**-5**	**-31**	**-36**	**-334**

[1] DU = Dwelling Units

[2] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, 11th Edition (2021).

TABLE 3: INTERSECTION ANALYSIS SUMMARY

#	Intersection	Traffic Control[2]	Opening Year (2022)				Horizon Year (2040)			
			Delay[1] (secs.)		Level of Service		Delay[1] (secs.)		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
6	Sumner Av. & Orange St.	TS	8.4	8.5	A	A	8.9	8.8	A	A

[1] Per the Highway Capacity Manual (7th Edition), overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) is considered the delay and LOS for the intersection.

[2] TS = Traffic Signal

APPENDIX 1:

EXCERPTS FROM 2021 TRAFFIC STUDY

4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project's trip assignment onto the study area roadway network. The Project is proposed to consist of the following uses:

- 22 multifamily (low-rise) residential dwelling units (2-floors)
- 194 multifamily (mid-rise) residential dwelling units (3-floors)
- 2,500 square feet of commercial retail use
- 2,500 square feet of fast-food restaurant without drive-through window use

Regional access to the Project site is available from the I-15 Freeway at Limonite Avenue interchange. The Project is located on the southeast corner of Sumner Avenue and Schleisman Road in the City of Eastvale. Vehicular traffic access will be provided via the following driveways:

- Driveway 1 via Sumner Avenue – Right-in/right-out/left-out access
- Driveway 2 via Schleisman Road – Right-in/right-out/left-in access

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation represents the amount of traffic that is attracted and produced by a development and is based upon the specific land uses planned for a given project. The following trip generation rates used for this analysis are based upon information collected by the Institute of Transportation Engineers (ITE) as provided in their Trip Generation Manual (10th Edition, 2017): (2)

- Multifamily (low-rise) residential (ITE Land Use Code 220)
- Multifamily (mid-rise) residential (ITE Land Use Code 221)
- Shopping Center (Retail) use (ITE Land Use Code 820, based on the regression equation)
- Fast-food restaurant without drive-through window use (ITE Land Use Code 933)
- Note the fitness center is available to residents only and is therefore not included in the trip generation calculations for the Project.

Trip generation rates used to estimate Project traffic are shown in Table 4-1.

TABLE 4-1: PROJECT TRIP GENERATION SUMMARY

Land Use	ITE LU Code	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Rates:[2]									
Multifamily Housing (Low-Rise)	220	DU	0.11	0.35	0.46	0.35	0.21	0.56	7.32
Multifamily Housing (Mid-Rise)	221	DU	0.09	0.27	0.36	0.27	0.17	0.44	5.44
Retail (Regression Equation)	820	TSF	37.95	23.26	61.21	6.81	7.37	14.18	195.74
Fast-Food Without Drive-Through	933	TSF	15.06	10.04	25.10	14.17	14.17	28.34	346.23

Land Use	Quantity	Units[1]	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Daily
Trip Generation Summary:									
Multifamily Housing (Low-Rise)	22	DU	2	8	10	8	4	12	162
Multifamily Housing (Mid-Rise)	194	DU	18	52	70	52	33	85	1,056
Internal Capture Reduction[3]			-1	-9	-10	-11	-7	-18	-190
Residential Subtotal			**19**	**51**	**70**	**49**	**30**	**79**	**1,028**
Retail	2.5	TSF	95	58	153	17	18	35	490
Internal Capture Reduction[3]			-5	-8	-13	-11	-10	-21	-158
Pass-by Trip Reduction(PM & Daily)[4] (34%)			0	0	0	-6	-6	-12	-168
Fast-Food Without Drive-Through	2.5	TSF	38	25	63	35	36	71	866
Internal Capture Reduction[3]			-16	-5	-21	-10	-15	-25	-358
Pass-by Trip Reduction(AM/PM & Daily)[4] (49/50%)			-12	-12	-24	-18	-18	-36	-294
Retail & Restaurant Subtotal			**100**	**58**	**158**	**7**	**5**	**13**	**378**
Project Total			**119**	**109**	**228**	**56**	**36**	**92**	**1,406**

[1] DU = Dwelling Units· TSF = Thousand Square Feet

[2] Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

[3] Internal capture based on the NCHRP 684 Internal Trip Capture Estimation Tool.

[4] Pass-by reduction consistent with ITE Trip Generation Handbook, 3rd Edition (2014).

Internal capture is a percentage reduction that can be applied to the trip generation estimates for individual land uses to account for trips internal to the site. In other words, trips may be made between individual retail uses on-site and can be made either by walking or using internal roadways without using external streets. Internal capture reductions between the proposed land uses have been considered based on the National Cooperative Highway Research Program (NCHRP) 684 Internal Trip Capture Estimation Tool.

Pass-by trip reductions have been applied to the proposed Project uses based on percentages have been obtained from the ITE Trip Generation Handbook (3rd Edition, 2017). (7) These percentages represent traffic that is already on the roadway today that would make an intermediate stop at the site before continuing on to their ultimate destination. The pass-by trip reductions will be applied to off-site study area intersections only while the Project driveways will evaluate 100% of the Project traffic (pass-by trip reductions to be added back).

The resulting trip generation for the proposed Project is shown in Table 4-1. As shown in Table 4-1, the proposed Project is anticipated to generate a total of 1,406 vehicle trip-ends per day with 228 AM peak hour trips and 92 PM peak hour trips.

4.2 PROJECT TRIP DISTRIBUTION

The Project trip distribution and assignment process represents the directional orientation of traffic to and from the Project site. The trip distribution pattern of passenger cars is heavily influenced by the geographical location of the site, the location of surrounding uses, and the proximity to the regional freeway system.

Exhibit 4-1 illustrates the residential passenger car trip distribution patterns and Exhibit 4-2 illustrates the retail passenger car trip distribution patterns.

4.3 MODAL SPLIT

The potential for Project trips to be reduced by the use of public transit, walking or bicycling have not been included as part of the Project's estimated trip generation. Essentially, the Project's traffic projections are "conservative" in that these alternative travel modes would reduce the forecasted traffic volumes.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project only ADT and peak hour intersection turning movement volumes are shown on Exhibit 4-3.

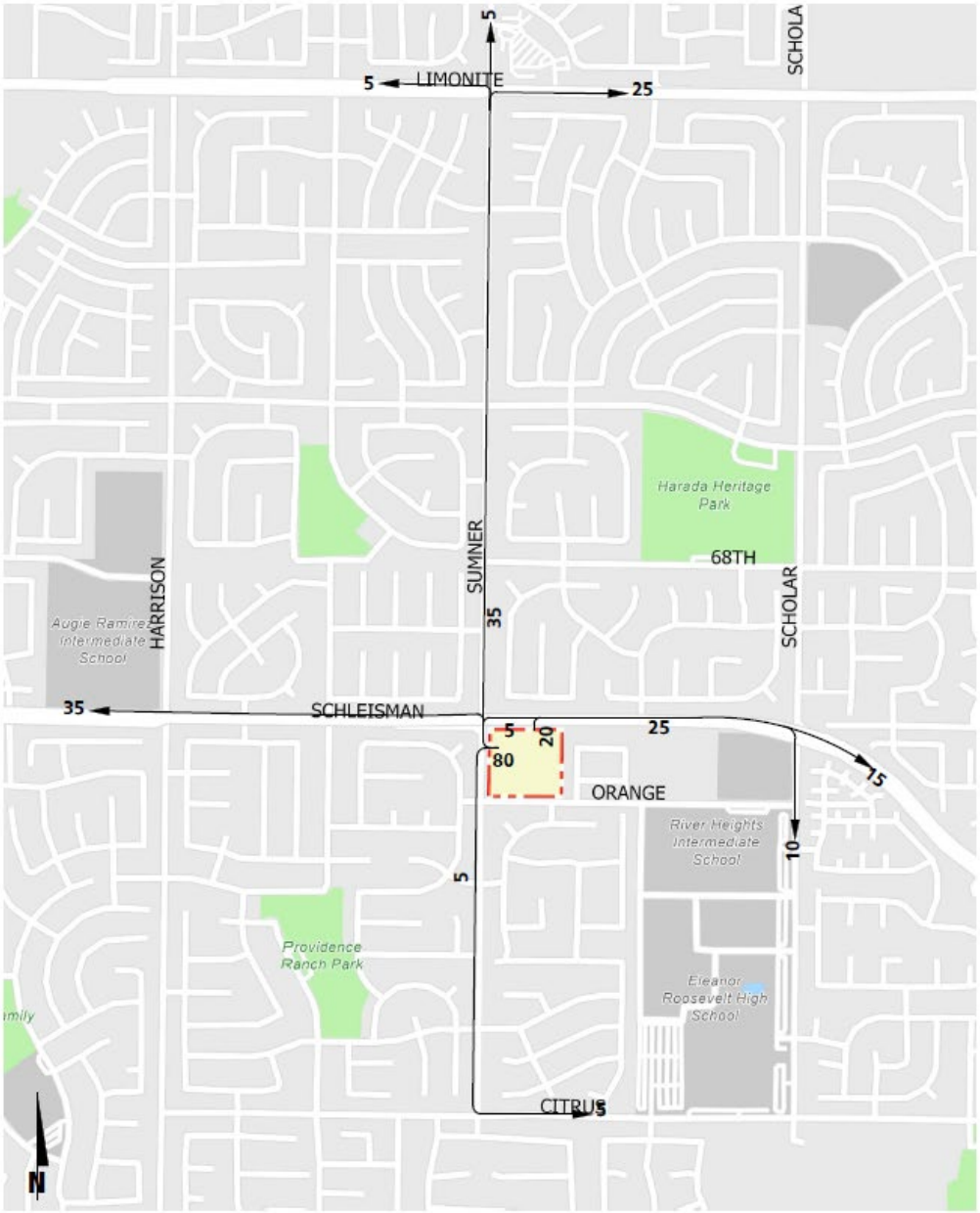
4.5 BACKGROUND TRAFFIC

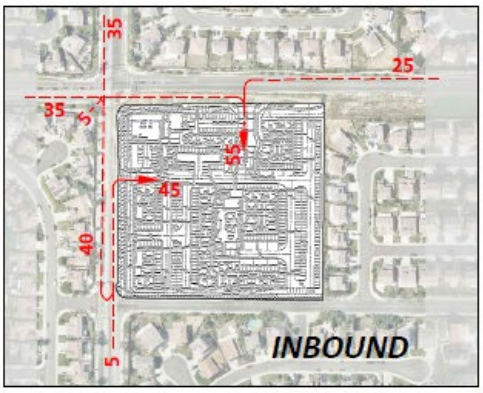
4.5.1 OPENING YEAR CUMULATIVE CONDITIONS

Future year traffic forecasts have been based upon background (ambient) growth at 1.6% per year for 2022 traffic conditions. The ambient growth factor is intended to approximate regional traffic growth. The total ambient growth is 1.6% for 2022 traffic conditions (growth of 1.6 percent per year over 1 year). This ambient growth rate is applied to existing traffic volumes to account for area-wide growth not reflected by cumulative development projects. Ambient growth traffic volumes have been added to daily and peak hour traffic volumes on surrounding roadways, in addition to traffic generated by the development of future projects that have been approved but not yet built and/or for which development applications have been filed and are under consideration by governing agencies.

Opening Year Cumulative (2022) traffic volumes are provided in Section 6 of this report. The traffic generated by the proposed Project was then manually added to the base volume to determine Opening Year Cumulative "With Project" forecasts for 2022.

EXHIBIT 4-1: PROJECT (RESIDENTIAL) TRIP DISTRIBUTION





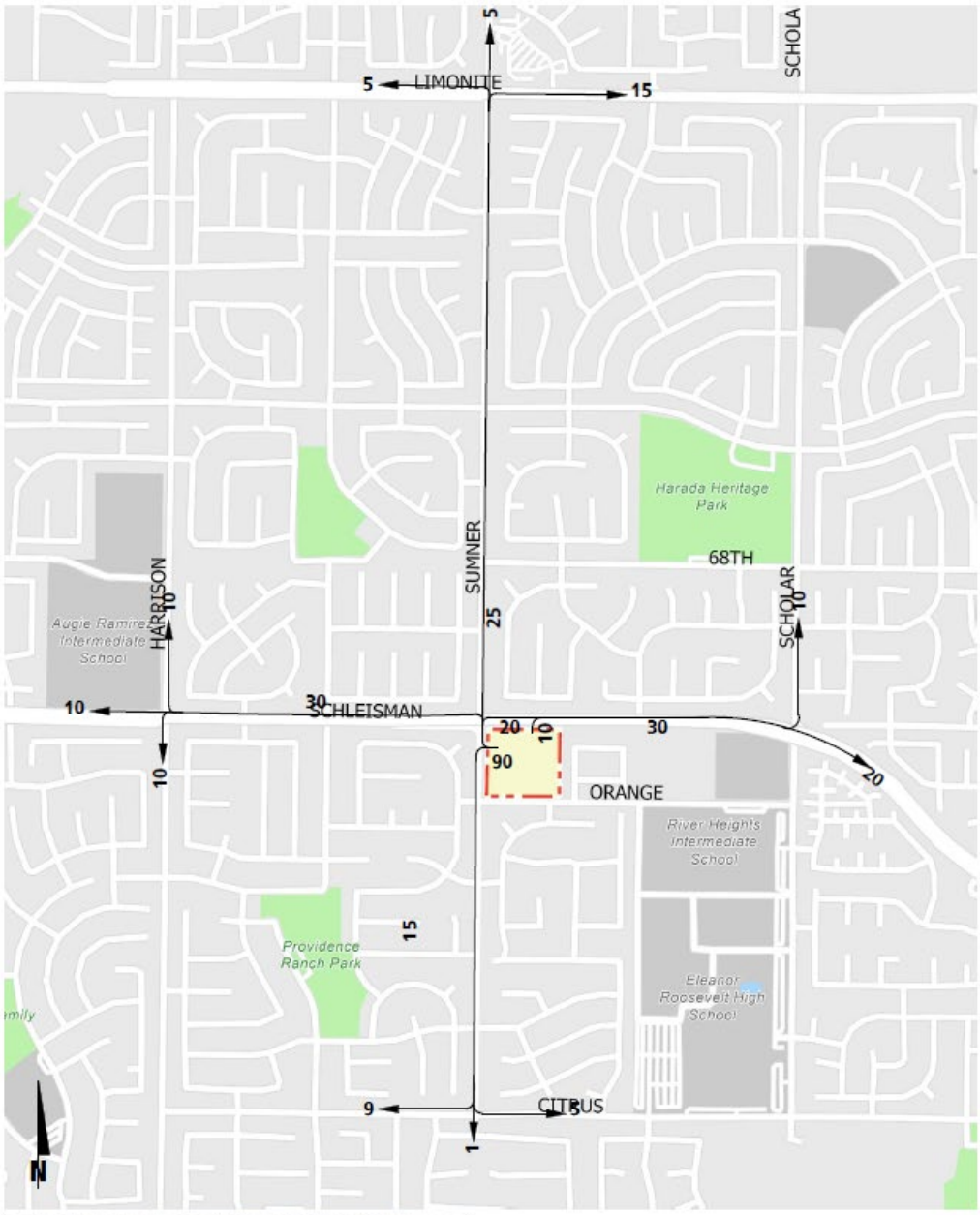
LEGEND:

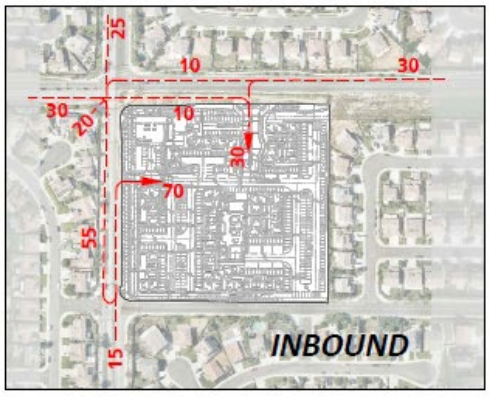
10 = *PERCENT TO/FROM PROJECT*

= *OUTBOUND*

= *INBOUND*

EXHIBIT 4-2: PROJECT (RETAIL) TRIP DISTRIBUTION





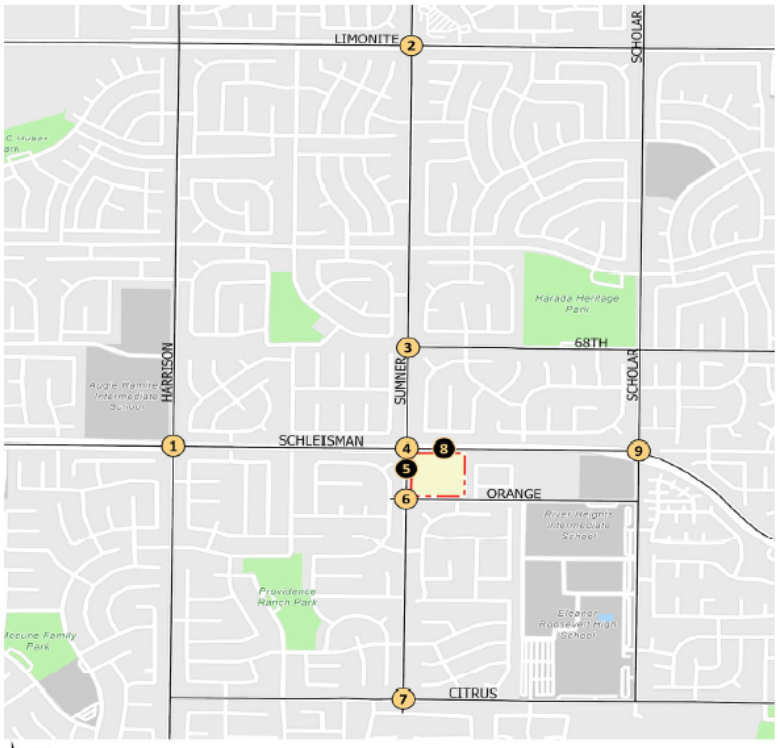
LEGEND:

10 = *PERCENT TO/FROM PROJECT*

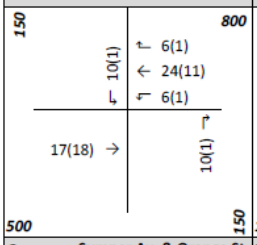
= *OUTBOUND*

= *INBOUND*

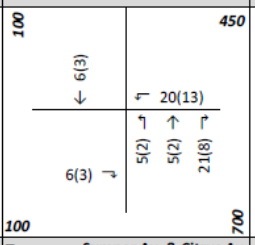
EXHIBIT 4-3: PROJECT ONLY TRAFFIC VOLUMES



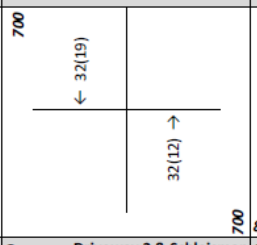
1 Harrison Av. & Schleisman Rd.



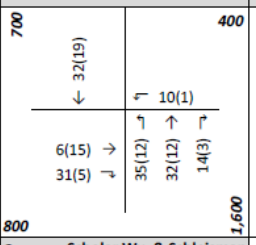
2 Sumner Av. & Limonite Av.



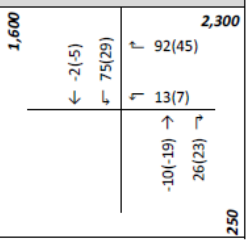
3 Sumner Av. & 68th St.



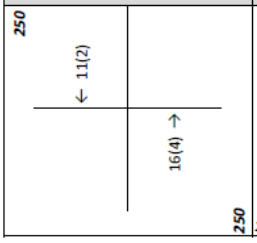
4 Sumner Av. & Schleisman Rd.



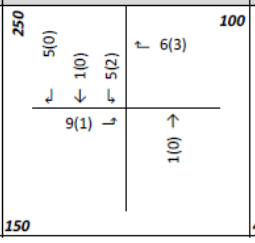
5 Sumner Av. & Driveway 1



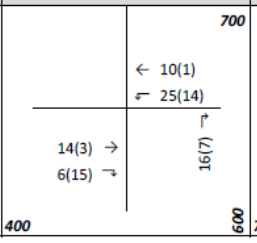
6 Sumner Av. & Orange St.



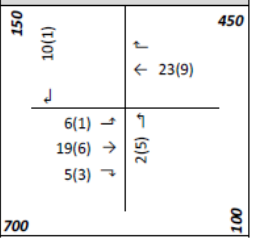
7 Sumner Av. & Citrus Av.



8 Driveway 2 & Schleisman Rd.



9 Scholar Wy. & Schleisman Rd.



##(##) AM(PM) Peak Hour Intersection Volumes

Average Daily Trips

APPENDIX 2:

FEBRUARY 2025 TRAFFIC COUNTS

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T101823

DATE: Tue, Feb 25, 25

LOCATION: Eastvale
NORTH & SOUTH: Sumner Ave
EAST & WEST: Limonite Ave

PROJECT #: SC5213
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Sumner Ave			SOUTHBOUND Sumner Ave			EASTBOUND Limonite Ave			WESTBOUND Limonite Ave			
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 2	ET 3	ER 0	WL 2	WT 3	WR 1	TOTAL
AM	7:00 AM	21	68	26	20	48	16	10	152	4	19	257	15	656
	7:15 AM	49	95	39	25	61	30	31	182	5	19	218	7	761
	7:30 AM	30	91	36	39	101	21	44	198	10	19	211	11	811
	7:45 AM	43	121	38	35	90	33	45	189	13	21	214	17	859
	8:00 AM	32	106	32	44	117	33	40	187	14	24	186	15	830
	8:15 AM	32	82	46	32	40	15	45	186	15	24	180	24	721
	8:30 AM	32	101	34	36	43	14	36	157	8	27	150	17	655
	8:45 AM	11	35	30	36	41	21	26	142	10	23	210	20	605
	VOLUMES	250	699	281	267	541	183	277	1,393	79	176	1,626	126	5,969
	APPROACH %	20%	57%	23%	27%	55%	18%	16%	79%	4%	9%	82%	6%	
	APP/DEPART	1,231	/	1,102	991	/	797	1,756	/	2,004	1,991	/	2,066	0
	BEGIN PEAK HR		7:15 AM											
	VOLUMES	154	413	145	143	369	117	160	756	42	83	829	50	3,292
	APPROACH %	22%	58%	20%	23%	59%	19%	17%	79%	4%	8%	84%	5%	
	PEAK HR FACTOR		0.881			0.811			0.954			0.947		0.948
	APP/DEPART	712	/	623	629	/	494	962	/	1,071	989	/	1,104	0
PM	4:00 PM	19	96	28	38	78	33	46	220	23	35	148	28	792
	4:15 PM	14	72	22	41	85	29	43	186	18	42	172	20	744
	4:30 PM	16	37	25	45	88	39	44	196	17	42	143	32	724
	4:45 PM	8	62	20	45	114	34	41	175	24	47	182	29	781
	5:00 PM	15	51	19	29	83	32	42	195	16	30	136	21	669
	5:15 PM	10	64	22	40	90	38	37	197	25	52	205	25	805
	5:30 PM	17	55	21	38	97	28	30	202	13	42	200	23	766
	5:45 PM	19	81	30	48	113	46	50	169	27	55	180	23	841
	VOLUMES	118	518	187	324	748	279	333	1,540	163	345	1,366	201	6,234
	APPROACH %	14%	63%	23%	24%	55%	21%	16%	75%	8%	17%	68%	10%	
	APP/DEPART	824	/	1,052	1,351	/	1,257	2,044	/	2,154	2,015	/	1,771	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	61	251	92	155	383	144	159	763	81	179	721	92	3,146
	APPROACH %	15%	62%	23%	23%	56%	21%	16%	76%	8%	17%	69%	9%	
	PEAK HR FACTOR		0.773			0.824			0.973			0.903		0.918
	APP/DEPART	405	/	502	682	/	644	1,008	/	1,069	1,051	/	931	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	6	6
0	0	2	7	9
0	0	0	5	5
0	0	0	9	9
0	0	2	6	8
0	0	0	9	9
0	0	1	11	12
1	0	2	10	13
1	0	7	63	71
0	0	4	27	
0	0	0	14	14
0	0	2	9	11
0	0	0	6	6
0	0	1	15	16
0	0	1	15	16
0	0	0	9	9
0	0	3	21	24
1	0	1	14	16
1	0	8	103	112
1	0	5	59	

RTOR

NRR	SRR	ERR	WRR
17	11	2	7
31	15	2	3
23	11	3	5
18	16	4	13
19	9	8	10
27	8	6	14
16	9	5	7
16	16	5	5
167	95	35	64
91	51	17	31
7	18	4	21
9	8	4	7
15	23	1	16
9	17	3	16
9	21	2	11
13	16	2	13
12	19	3	16
15	26	4	13
89	148	23	113
49	82	11	53

Sumner Ave

NORTH LEG

Limonite Ave WEST LEG — EAST LEG **Limonite Ave**

SOUTH LEG

Sumner Ave

ALL PED + BIKE & SCOOTER

	E LEG	W LEG	S LEG	N LEG	TOTAL
7:00 AM	1	0	1	1	3
7:15 AM	1	0	0	2	3
7:30 AM	1	0	1	0	2
7:45 AM	2	2	0	2	6
8:00 AM	0	9	2	3	14
8:15 AM	2	2	0	1	5
8:30 AM	0	1	0	0	1
8:45 AM	0	0	0	0	0
TOTAL	7	14	4	9	34
4:00 PM	2	5	7	3	17
4:15 PM	0	4	0	0	4
4:30 PM	1	0	0	1	2
4:45 PM	0	2	1	1	4
5:00 PM	0	2	0	2	4
5:15 PM	2	3	3	0	8
5:30 PM	3	0	2	1	6
5:45 PM	0	0	0	0	0
TOTAL	8	16	13	8	45

PEDESTRIAN CROSSINGS

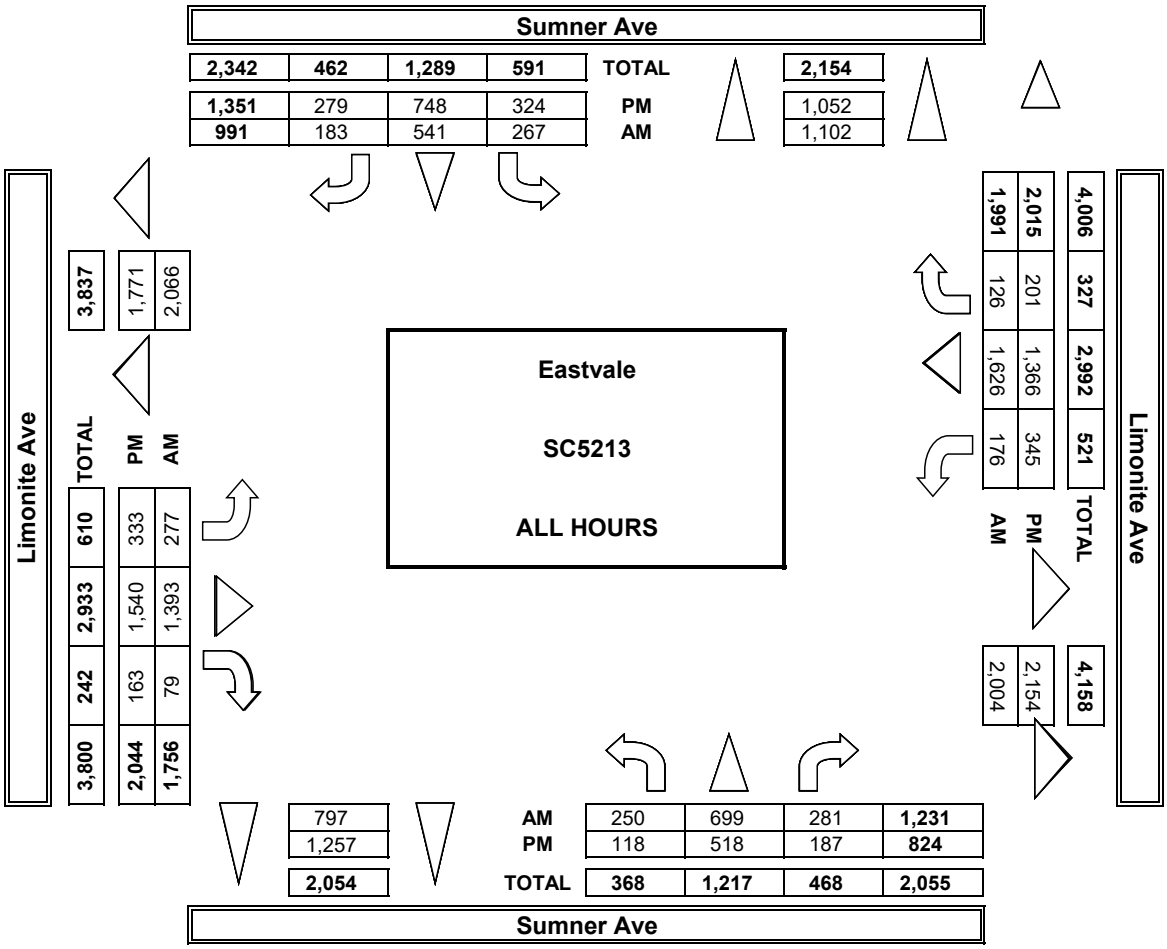
E LEG	W LEG	S LEG	N LEG	TOTAL
0	0	1	0	1
0	0	0	1	1
0	0	0	0	0
1	0	0	1	2
0	1	0	2	3
2	0	0	0	2
0	0	0	0	0
0	0	0	0	0
3	1	1	4	9
0	0	6	0	6
0	0	0	0	0
1	0	0	0	1
0	0	1	0	1
0	2	0	0	2
0	2	0	0	2
2	0	2	0	4
0	0	0	0	0
3	4	9	0	16

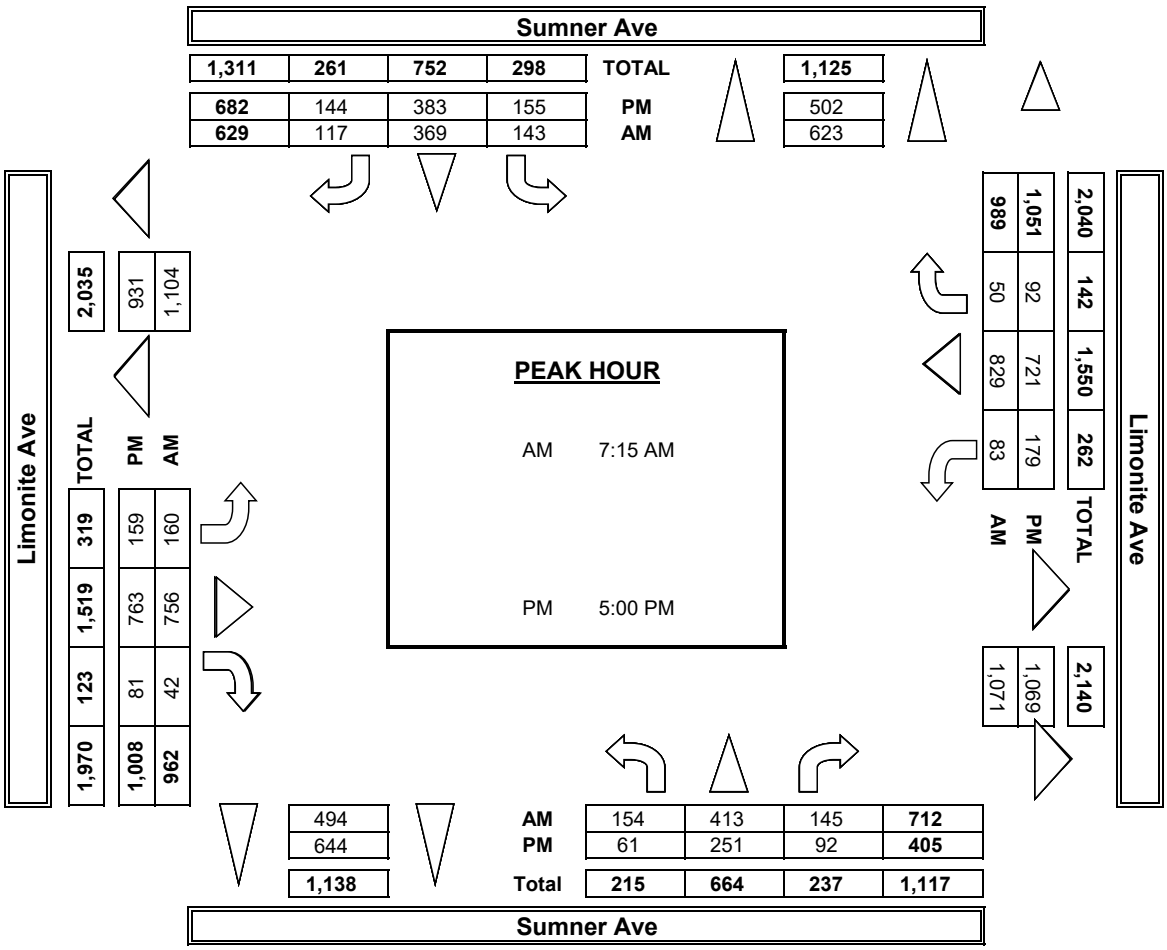
BICYCLE & SCOOTER CROSSINGS

EL	WL	SL	NL	TOTAL
1	0	0	1	2
1	0	0	1	2
1	0	1	0	2
1	2	0	1	4
0	8	2	1	11
0	2	0	1	3
0	1	0	0	1
0	0	0	0	0
4	13	3	5	25
2	5	1	3	11
0	4	0	0	4
0	0	0	1	1
0	2	0	1	3
0	0	0	2	2
2	1	3	0	6
1	0	0	1	2
0	0	0	0	0
5	12	4	8	29

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T101823

DATE: Tue, Feb 25, 25

LOCATION: Eastvale
NORTH & SOUTH: Sumner Ave
EAST & WEST: Schleisman Rd

PROJECT #: SC5213
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Sumner Ave			SOUTHBOUND Sumner Ave			EASTBOUND Schleisman Rd			WESTBOUND Schleisman Rd			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 0.5	ET 1.5	ER 1	WL 0.5	WT 0.5	WR 1	TOTAL
AM	7:00 AM	19	48	3	13	36	34	39	60	28	1	62	4	347
	7:15 AM	23	70	14	15	66	37	45	58	37	4	82	7	458
	7:30 AM	28	89	11	19	77	61	47	56	41	11	76	12	528
	7:45 AM	22	68	4	29	110	34	47	56	90	16	72	16	564
	8:00 AM	30	74	5	39	99	34	31	76	112	6	85	22	613
	8:15 AM	47	85	5	35	59	26	48	68	56	8	93	16	546
	8:30 AM	18	79	5	10	30	30	30	44	13	4	83	10	356
	8:45 AM	10	36	3	9	28	26	34	55	12	2	46	4	265
	VOLUMES	197	549	50	169	505	282	321	473	389	52	599	91	3,677
	APPROACH %	25%	69%	6%	18%	53%	29%	27%	40%	33%	7%	81%	12%	
	APP/DEPART	796	/	961	956	/	946	1,183	/	692	742	/	1,078	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	127	316	25	122	345	155	173	256	299	41	326	66	2,251
	APPROACH %	27%	68%	5%	20%	55%	25%	24%	35%	41%	9%	75%	15%	
	PEAK HR FACTOR		0.854			0.899			0.831			0.925		0.918
	APP/DEPART	468	/	555	622	/	685	728	/	403	433	/	608	0
PM	4:00 PM	23	72	3	15	56	36	34	82	62	2	67	17	469
	4:15 PM	10	45	1	15	48	37	32	73	50	5	52	15	383
	4:30 PM	13	41	2	24	60	39	37	77	65	4	62	21	445
	4:45 PM	10	26	1	15	75	52	36	77	51	3	46	10	402
	5:00 PM	15	37	2	17	58	45	36	67	52	5	59	19	412
	5:15 PM	6	30	2	8	59	46	31	62	50	3	59	10	366
	5:30 PM	13	30	2	14	65	52	33	83	50	3	57	10	412
	5:45 PM	12	60	2	15	77	49	35	73	64	3	60	19	469
	VOLUMES	102	341	15	123	498	356	274	594	444	28	462	121	3,358
	APPROACH %	22%	74%	3%	13%	51%	36%	21%	45%	34%	5%	76%	20%	
	APP/DEPART	458	/	736	977	/	970	1,312	/	732	611	/	920	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	56	184	7	69	239	164	139	309	228	14	227	63	1,699
	APPROACH %	23%	74%	3%	15%	51%	35%	21%	46%	34%	5%	75%	21%	
	PEAK HR FACTOR		0.630			0.831			0.944			0.874		0.906
	APP/DEPART	247	/	386	472	/	481	676	/	385	304	/	447	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	

RTOR

NRR	SRR	ERR	WRR
0	24	10	4
0	29	24	4
2	40	25	3
0	27	34	13
0	14	54	19
0	18	44	9
0	14	9	6
1	14	10	2
3	180	210	60
2	99	157	44
0	25	33	12
0	19	35	8
0	18	46	9
0	29	23	7
0	31	36	11
0	28	32	7
0	34	32	8
1	22	36	12
1	206	273	74
0	91	137	36

Sumner Ave

NORTH LEG

Schleisman Rd WEST LEG EAST LEG **Schleisman Rd**

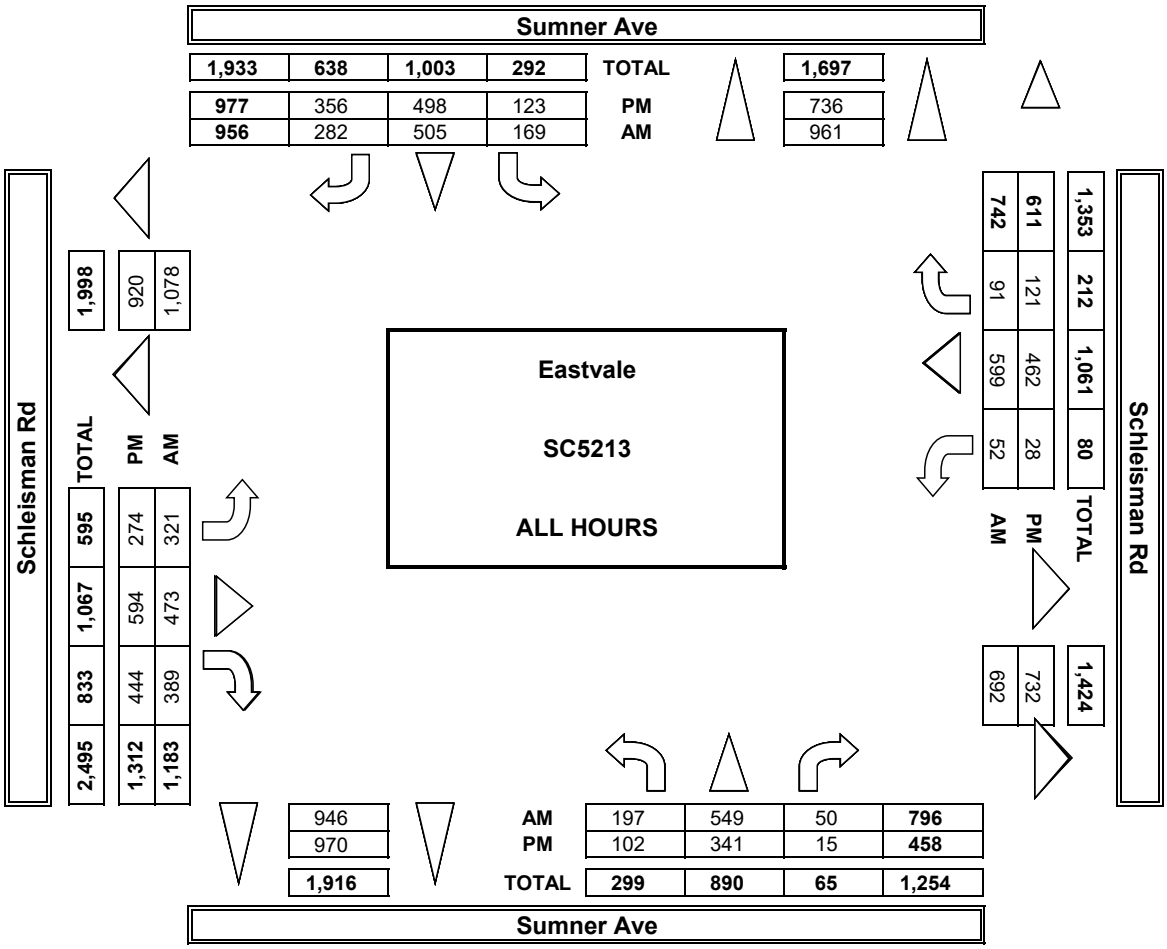
SOUTH LEG

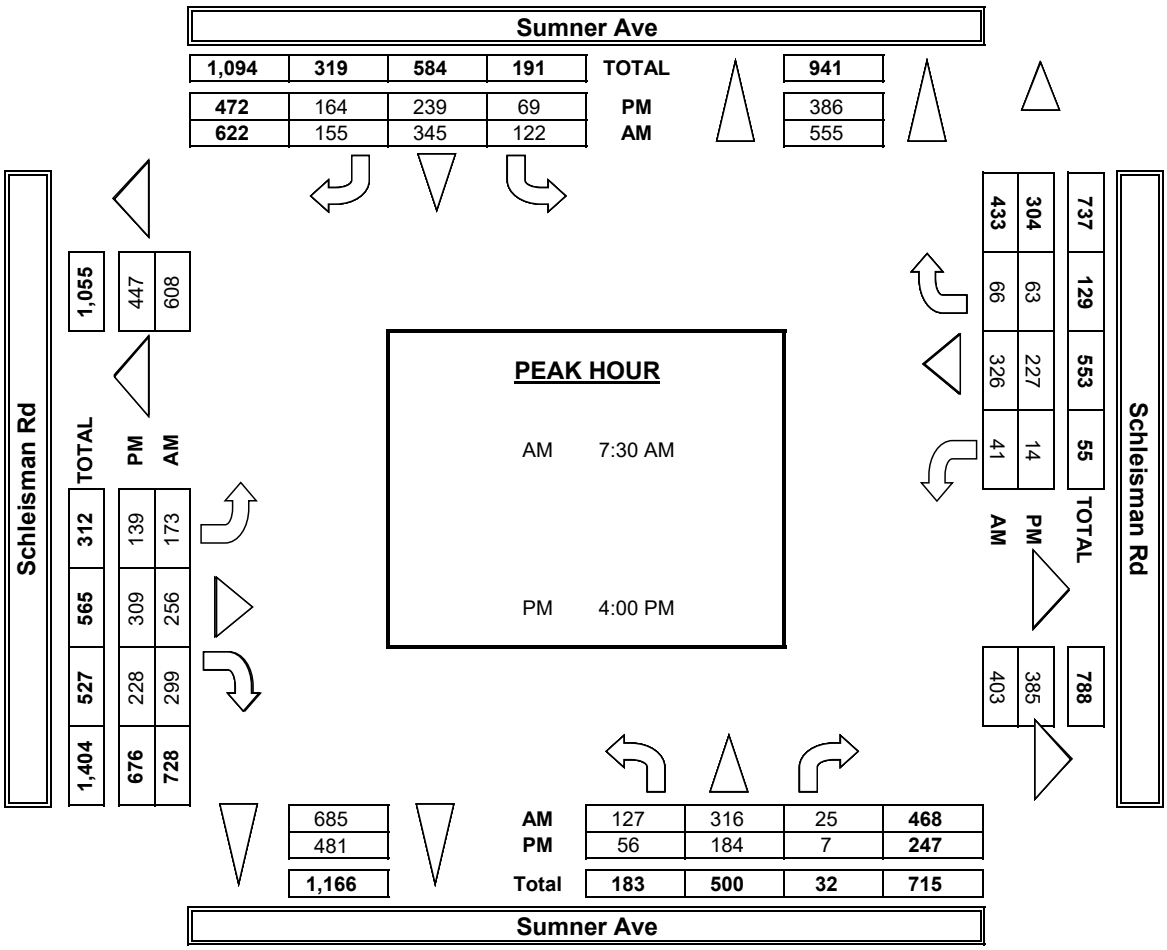
Sumner Ave

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	1	1	0	1	3	0	0	0	1	1	1	1	0	0	2
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	1	6	1	2	10	0	1	0	0	1	1	5	1	2	9
	8:00 AM	1	12	1	0	14	0	0	0	0	0	1	12	1	0	14
	8:15 AM	0	6	0	2	8	0	0	0	0	0	0	6	0	2	8
	8:30 AM	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1
	8:45 AM	0	2	0	1	3	0	2	0	1	3	0	0	0	0	0
	TOTAL	3	30	2	6	41	0	5	0	2	7	3	25	2	4	34
PM	4:00 PM	0	11	1	1	13	0	5	0	1	6	0	6	1	0	7
	4:15 PM	1	2	0	2	5	0	1	0	0	1	1	1	0	2	4
	4:30 PM	0	3	0	0	3	0	1	0	0	1	0	2	0	0	2
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:30 PM	1	0	1	0	2	1	0	1	0	2	0	0	0	0	0
	5:45 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	TOTAL	2	21	2	4	29	1	11	1	2	15	1	10	1	2	14

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Feb 25, 25

LOCATION: Eastvale
NORTH & SOUTH: Sumner Ave
EAST & WEST: Orange St

PROJECT #: SC5213
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND (Sumner Ave)			SOUTHBOUND (Sumner Ave)			EASTBOUND (Orange St)			WESTBOUND (Orange St)			
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	45	13	28	39	0	7	4	0	7	1	18	162
	7:15 AM	0	51	30	45	58	2	4	11	0	10	2	52	265
	7:30 AM	0	64	27	55	73	4	2	22	0	26	5	64	342
	7:45 AM	0	75	32	104	107	5	2	25	1	7	10	22	390
	8:00 AM	1	93	16	76	132	3	2	24	2	5	3	14	371
	8:15 AM	1	113	8	40	82	1	6	11	0	18	8	13	301
	8:30 AM	0	81	2	3	40	4	6	0	1	7	3	10	157
	8:45 AM	0	49	4	5	35	2	3	0	1	1	0	4	104
	VOLUMES	2	571	132	356	566	21	32	97	5	81	32	197	2,092
	APPROACH %	0%	81%	19%	38%	60%	2%	24%	72%	4%	26%	10%	64%	
	APP/DEPART	705	/	800	943	/	652	134	/	585	310	/	55	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	2	345	83	275	394	13	12	82	3	56	26	113	1,404
	APPROACH %	0%	80%	19%	40%	58%	2%	12%	85%	3%	29%	13%	58%	
	PEAK HR FACTOR		0.881			0.789			0.866			0.513		0.900
	APP/DEPART	430	/	470	682	/	453	97	/	440	195	/	41	0
PM	4:00 PM	2	75	5	29	84	7	2	3	0	6	4	17	234
	4:15 PM	0	45	4	15	82	8	4	2	1	2	0	8	171
	4:30 PM	0	47	1	27	98	2	4	0	0	1	1	5	186
	4:45 PM	0	34	2	19	102	6	0	3	0	2	1	7	176
	5:00 PM	1	46	0	25	90	2	2	4	1	3	2	6	182
	5:15 PM	2	36	5	24	85	6	1	3	1	1	1	4	169
	5:30 PM	3	40	4	25	93	5	5	2	3	2	1	5	188
	5:45 PM	0	54	2	21	104	5	5	2	0	1	1	7	202
	VOLUMES	8	377	23	185	738	41	23	19	6	18	11	59	1,508
	APPROACH %	2%	92%	6%	19%	77%	4%	48%	40%	13%	20%	13%	67%	
	APP/DEPART	408	/	459	964	/	762	48	/	227	88	/	60	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	2	201	12	90	366	23	10	8	1	11	6	37	767
	APPROACH %	1%	93%	6%	19%	76%	5%	53%	42%	5%	20%	11%	69%	
	PEAK HR FACTOR		0.655			0.943			0.679			0.500		0.819
	APP/DEPART	215	/	248	479	/	378	19	/	110	54	/	31	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	

RTOR

NRR	SRR	ERR	WRR
10	0	0	11
15	1	0	18
9	2	0	15
10	1	0	16
6	0	0	4
4	0	0	2
1	2	1	4
0	0	0	3
55	6	1	73
29	3	0	37
4	1	0	3
1	1	1	6
1	0	0	4
1	0	0	6
0	0	0	6
1	2	1	3
3	1	2	3
0	0	0	3
11	5	4	34
7	2	1	19

Sumner Ave

NORTH LEG

Orange St WEST LEG EAST LEG **Orange St**

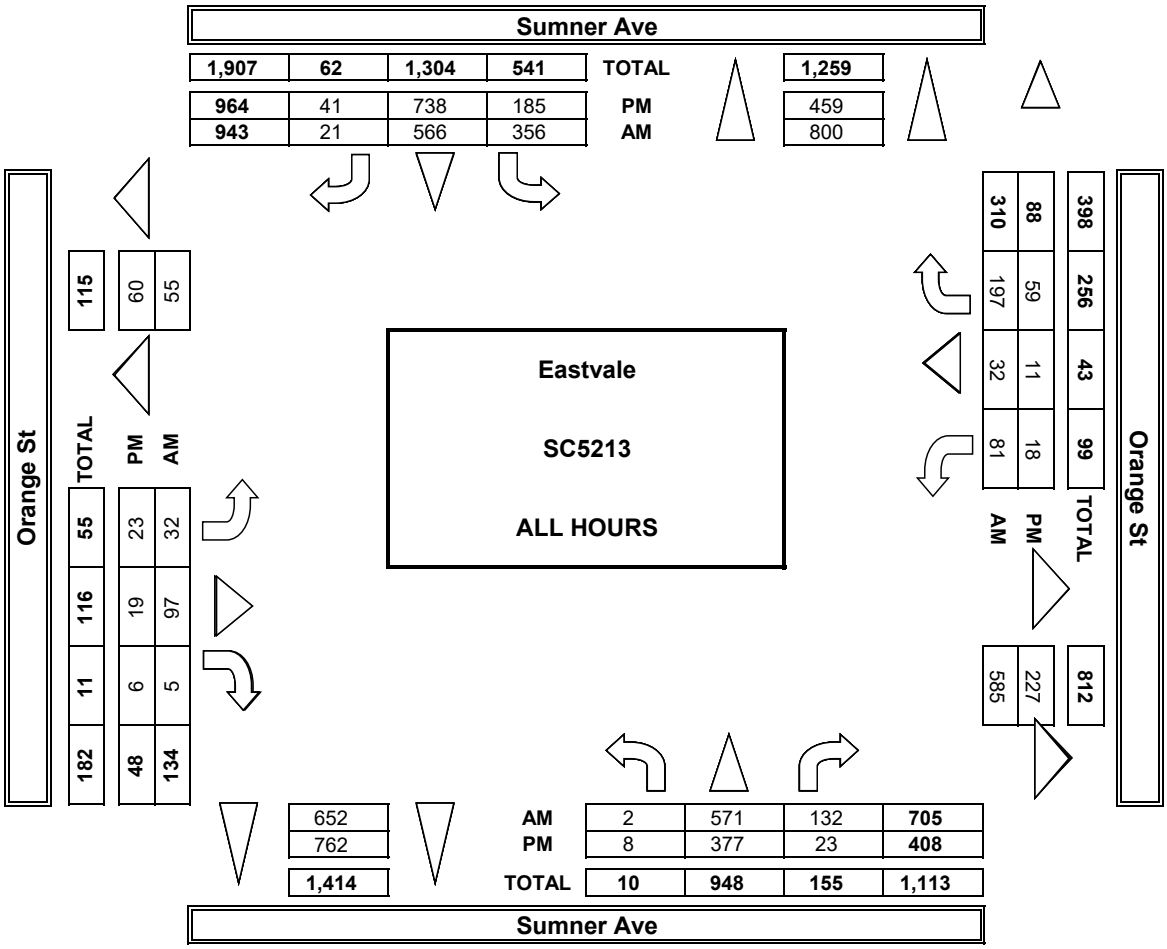
SOUTH LEG

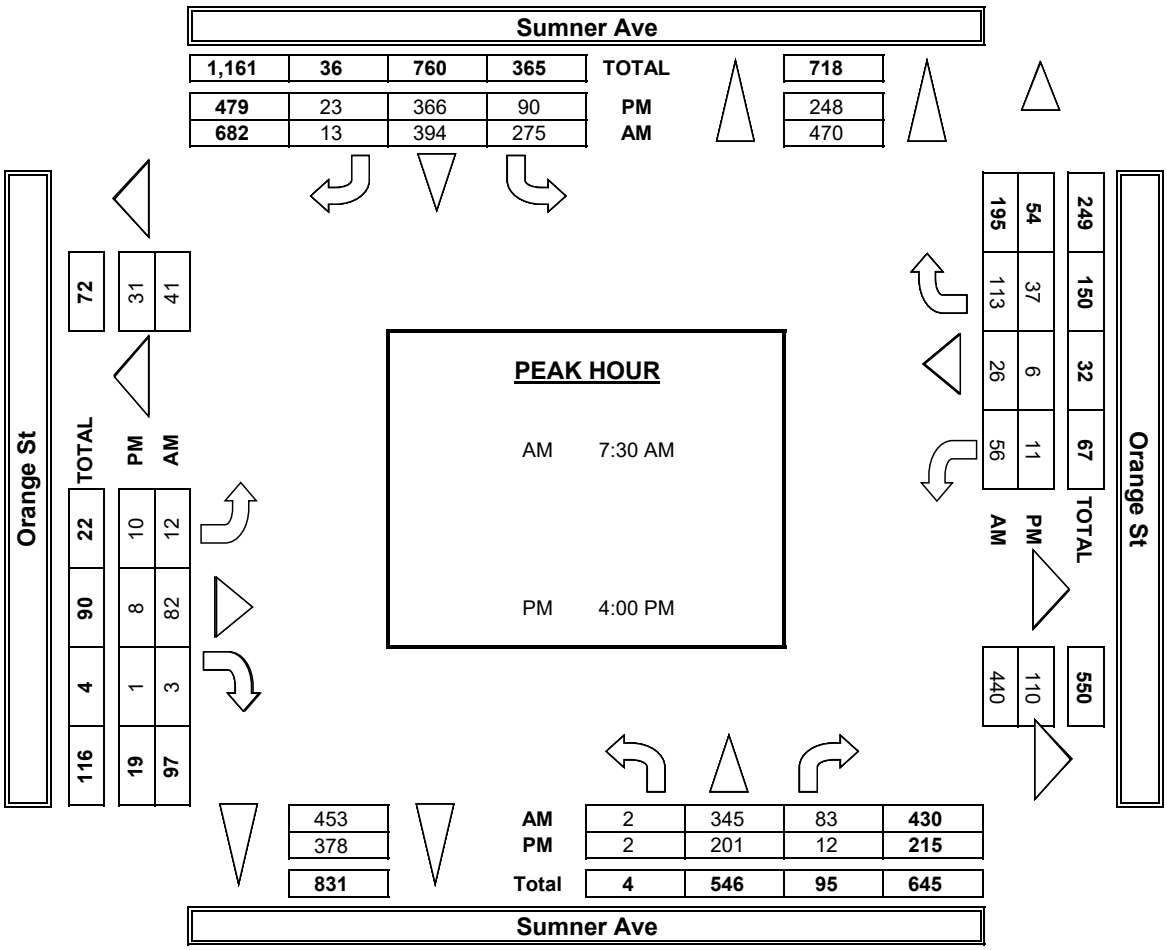
Sumner Ave

		ALL PED + BIKE & SCOOTER					PEDESTRIAN CROSSINGS					BICYCLE & SCOOTER CROSSINGS				
		E LEG	W LEG	S LEG	N LEG	TOTAL	E LEG	W LEG	S LEG	N LEG	TOTAL	EL	WL	SL	NL	TOTAL
AM	7:00 AM	0	2	3	0	5	0	0	1	0	1	0	2	2	0	4
	7:15 AM	0	1	5	0	6	0	0	1	0	1	0	1	4	0	5
	7:30 AM	0	2	11	0	13	0	1	4	0	5	0	1	7	0	8
	7:45 AM	0	10	10	0	20	0	1	1	0	2	0	9	9	0	18
	8:00 AM	0	20	17	0	37	0	2	4	0	6	0	18	13	0	31
	8:15 AM	0	9	8	0	17	0	1	1	0	2	0	8	7	0	15
	8:30 AM	0	5	3	0	8	0	4	2	0	6	0	1	1	0	2
	8:45 AM	0	3	1	0	4	0	3	1	0	4	0	0	0	0	0
	TOTAL	0	52	58	0	110	0	12	15	0	27	0	40	43	0	83
PM	4:00 PM	1	6	14	0	21	0	3	12	0	15	1	3	2	0	6
	4:15 PM	0	4	5	0	9	0	1	2	0	3	0	3	3	0	6
	4:30 PM	0	5	2	0	7	0	4	2	0	6	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	2	0	3	0	0	0	0	0	0	1	2	0	3
	5:15 PM	0	6	1	3	10	0	2	1	0	3	0	4	0	3	7
	5:30 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:45 PM	0	3	4	0	7	0	3	2	0	5	0	0	2	0	2
	TOTAL	2	25	28	4	59	0	13	19	0	32	2	12	9	4	27

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T101823

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Feb 25, 25

LOCATION: Eastvale
NORTH & SOUTH: Scholar Way
EAST & WEST: Schleisman Rd

PROJECT #: SC5213
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Scholar Way			SOUTHBOUND Scholar Way			EASTBOUND Schleisman Rd			WESTBOUND Schleisman Rd			
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
AM	7:00 AM	6	36	13	13	97	3	3	48	36	29	63	5	352
	7:15 AM	30	89	25	27	118	0	3	51	39	38	66	6	492
	7:30 AM	25	111	35	22	137	4	5	68	49	41	58	6	561
	7:45 AM	44	158	35	29	172	2	5	57	54	43	50	12	661
	8:00 AM	52	179	33	19	147	4	6	60	57	25	49	13	644
	8:15 AM	53	156	53	17	53	1	7	78	34	18	66	12	548
	8:30 AM	28	66	8	12	12	2	3	71	1	9	64	6	282
	8:45 AM	8	19	3	12	19	4	7	56	4	4	41	7	184
	VOLUMES	246	814	205	151	755	20	39	489	274	207	457	67	3,747
	APPROACH %	19%	64%	16%	16%	82%	2%	5%	61%	34%	28%	61%	9%	
	APP/DEPART	1,265	/	920	926	/	1,236	808	/	862	748	/	729	0
	BEGIN PEAK HR		7:30 AM											
	VOLUMES	174	604	156	87	509	11	23	263	194	127	223	43	2,428
	APPROACH %	19%	65%	17%	14%	84%	2%	5%	54%	40%	32%	55%	11%	
	PEAK HR FACTOR		0.884			0.748			0.968			0.916		0.913
	APP/DEPART	934	/	670	607	/	830	484	/	516	403	/	412	0
PM	4:00 PM	21	134	24	15	71	3	10	84	11	13	65	17	468
	4:15 PM	9	51	14	10	40	2	7	71	14	16	64	13	311
	4:30 PM	16	33	8	16	71	4	4	87	8	13	66	13	339
	4:45 PM	5	46	7	23	57	2	4	76	12	9	52	13	306
	5:00 PM	8	36	9	17	46	3	10	67	10	11	65	20	302
	5:15 PM	4	33	6	20	66	4	9	52	10	11	62	19	296
	5:30 PM	7	44	9	12	70	1	18	65	17	17	75	12	347
	5:45 PM	6	54	14	9	95	5	8	62	20	19	70	15	377
	VOLUMES	76	431	91	122	516	24	70	564	102	109	519	122	2,750
	APPROACH %	13%	72%	15%	18%	78%	4%	9%	76%	14%	15%	69%	16%	
	APP/DEPART	598	/	623	662	/	727	739	/	778	751	/	622	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	51	264	53	64	239	11	25	318	45	51	247	56	1,428
	APPROACH %	14%	72%	14%	20%	76%	4%	6%	81%	12%	14%	70%	16%	
	PEAK HR FACTOR		0.514			0.863			0.905			0.934		0.758
	APP/DEPART	368	/	345	314	/	335	391	/	436	355	/	312	0

U-TURNS

NB	SB	EB	WB	TTL
0	0	0	0	0
0	0	2	6	8
0	0	3	5	8
0	0	1	3	4
0	0	0	1	1
0	0	0	1	1
0	0	0	1	1
0	0	0	0	0
0	0	6	17	23
0	0	4	10	
0	0	3	0	3
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	3	1	4
0	0	3	1	

RTOR

NRR	SRR	ERR	WRR
6	1	16	2
11	0	18	3
14	0	15	4
23	1	7	4
19	1	35	5
21	0	17	1
1	0	0	3
2	2	2	4
97	5	110	26
77	2	74	14
11	2	7	12
7	1	5	7
2	1	5	5
6	1	8	9
4	1	4	9
2	3	7	14
6	0	10	7
10	0	10	6
48	9	56	69
26	5	25	33

Scholar Way
NORTH LEG

Schleisman Rd WEST LEG — EAST LEG **Schleisman Rd**

SOUTH LEG
Scholar Way

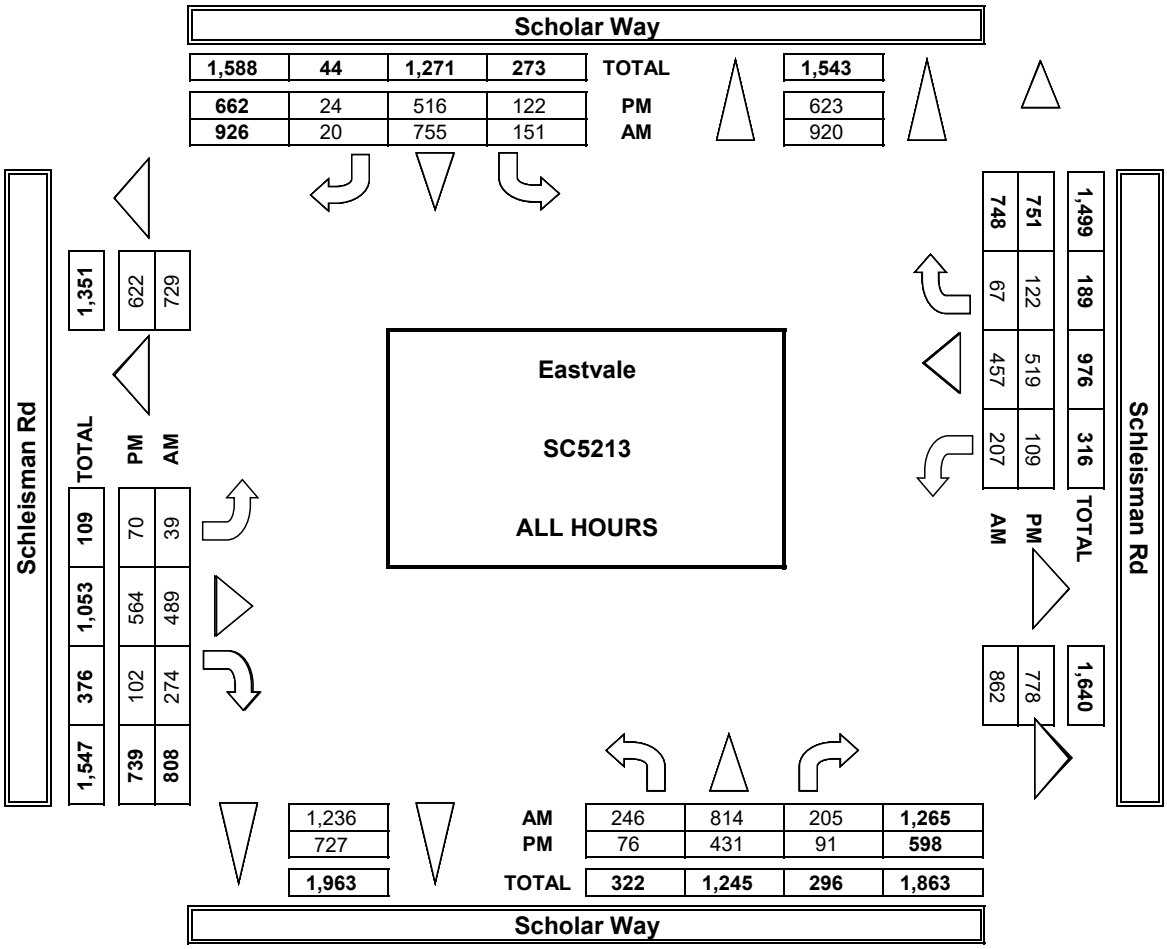
		ALL PED + BIKE & SCOOTER				
		E LEG	W LEG	S LEG	N LEG	TOTAL
AM	7:00 AM	11	19	12	2	44
	7:15 AM	27	39	22	13	101
	7:30 AM	23	54	25	18	120
	7:45 AM	29	26	1	4	60
	8:00 AM	38	47	2	2	89
	8:15 AM	13	65	1	12	91
	8:30 AM	4	2	4	0	10
	8:45 AM	0	5	0	0	5
	TOTAL	145	257	67	51	520
PM	4:00 PM	27	38	0	11	76
	4:15 PM	7	8	2	2	19
	4:30 PM	2	1	0	0	3
	4:45 PM	10	4	0	0	14
	5:00 PM	6	1	2	0	9
	5:15 PM	2	3	0	2	7
	5:30 PM	1	2	0	1	4
	5:45 PM	1	5	0	1	7
	TOTAL	56	62	4	17	139

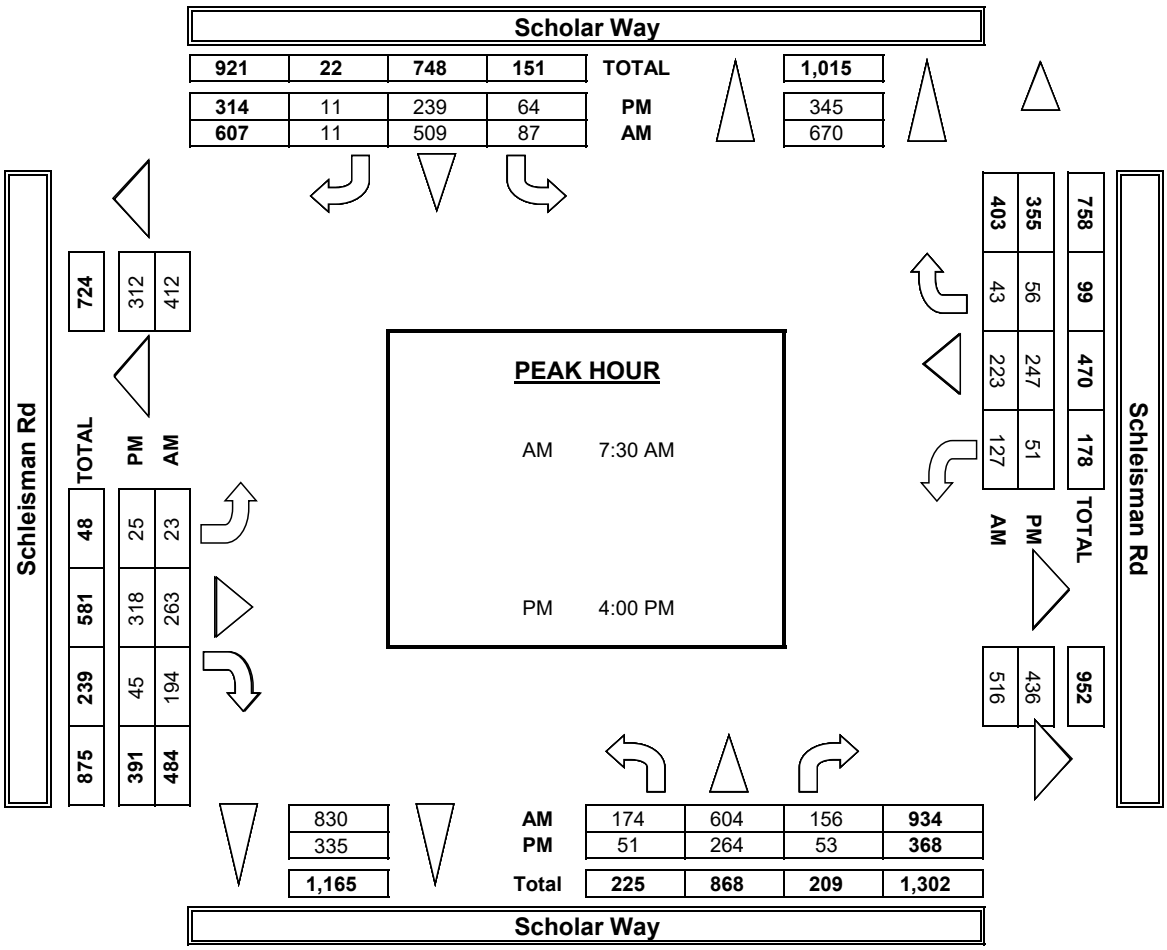
PEDESTRIAN CROSSINGS				
E LEG	W LEG	S LEG	N LEG	TOTAL
11	10	12	2	35
21	28	19	10	78
16	34	24	15	89
20	6	1	0	27
21	14	2	2	39
2	13	0	4	19
2	2	3	0	7
0	3	0	0	3
93	110	61	33	297
21	31	0	11	63
3	3	2	2	10
0	0	0	0	0
8	1	0	0	9
5	1	0	0	6
1	0	0	0	1
0	0	0	1	1
0	3	0	0	3
38	39	2	14	93

BICYCLE & SCOOTER CROSSINGS				
EL	WL	SL	NL	TOTAL
0	9	0	0	9
6	11	3	3	23
7	20	1	3	31
9	20	0	4	33
17	33	0	0	50
11	52	1	8	72
2	0	1	0	3
0	2	0	0	2
52	147	6	18	223
6	7	0	0	13
4	5	0	0	9
2	1	0	0	3
2	3	0	0	5
1	0	2	0	3
1	3	0	2	6
1	2	0	0	3
1	2	0	1	4
18	23	2	3	46

AimTD LLC

TURNING MOVEMENT COUNTS





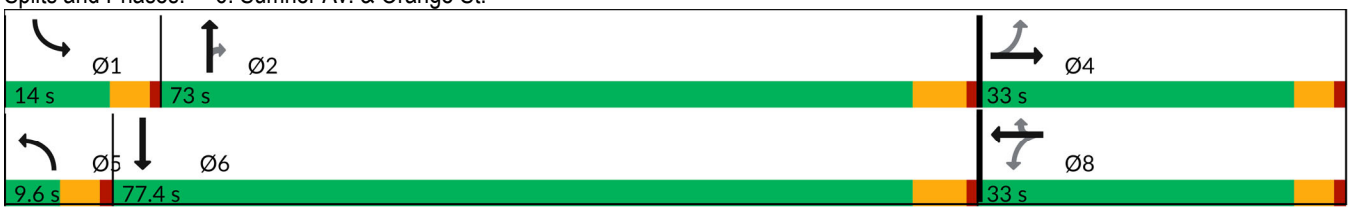
APPENDIX 3:

INTERSECTION OPERATIONS ANALYSIS WORKSHEETS

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations										
Traffic Volume (vph)	47	6	7	0	39	455	6	34	531	
Future Volume (vph)	47	6	7	0	39	455	6	34	531	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Prot	NA	
Protected Phases		4		8		2		1	6	5
Permitted Phases	4		8		8		2			
Detector Phase	4	4	8	8	8	2	2	1	6	
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	30.6	30.6	14.6	14.6	14.6	15.8	15.8	9.6	22.8	9.6
Total Split (s)	33.0	33.0	33.0	33.0	33.0	73.0	73.0	14.0	77.4	9.6
Total Split (%)	27.5%	27.5%	27.5%	27.5%	27.5%	60.8%	60.8%	11.7%	64.5%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag						Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.0		15.0	15.0	23.0	23.0	7.2	26.1	
Actuated g/C Ratio		0.40		0.40	0.40	0.61	0.61	0.19	0.69	
v/c Ratio		0.09		0.01	0.06	0.23	0.01	0.11	0.46	
Control Delay (s/veh)		13.4		13.6	2.7	11.0	0.0	22.4	9.4	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay (s/veh)		13.4		13.6	2.7	11.0	0.0	22.4	9.4	
LOS		B		B	A	B	A	C	A	
Approach Delay (s/veh)		13.4		4.4		10.8			10.2	
Approach LOS		B		A		B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 37.6	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 50.2%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Sumner Av. & Orange St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	6	0	7	0	39	0	455	6	34	531	15
Future Volume (veh/h)	47	6	0	7	0	39	0	455	6	34	531	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	6	0	8	0	34	0	489	6	37	571	15
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	441	41	0	502	0	289	6	1100	491	78	899	24
Arrive On Green	0.18	0.18	0.00	0.18	0.00	0.18	0.00	0.31	0.31	0.04	0.50	0.50
Sat Flow, veh/h	1263	226	0	1531	0	1585	1781	3554	1585	1781	1814	48
Grp Volume(v), veh/h	57	0	0	8	0	34	0	489	6	37	0	586
Grp Sat Flow(s),veh/h/ln	1490	0	0	1531	0	1585	1781	1777	1585	1781	0	1862
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.6	0.0	3.6	0.1	0.7	0.0	7.5
Cycle Q Clear(g_c), s	1.0	0.0	0.0	0.1	0.0	0.6	0.0	3.6	0.1	0.7	0.0	7.5
Prop In Lane	0.89		0.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	483	0	0	502	0	289	6	1100	491	78	0	923
V/C Ratio(X)	0.12	0.00	0.00	0.02	0.00	0.12	0.00	0.44	0.01	0.47	0.00	0.63
Avail Cap(c_a), veh/h	1508	0	0	1524	0	1394	276	7394	3298	518	0	4127
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	10.8	0.0	11.0	0.0	8.9	7.7	15.1	0.0	6.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.3	0.0	1.7	0.0	0.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.8	0.0	0.2	0.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	0.0	10.9	0.0	11.2	0.0	9.2	7.7	16.7	0.0	6.7
LnGrp LOS	B			B		B		A	A	B		A
Approach Vol, veh/h		57			42			495			623	
Approach Delay, s/veh		11.3			11.1			9.2			7.3	
Approach LOS		B			B			A			A	

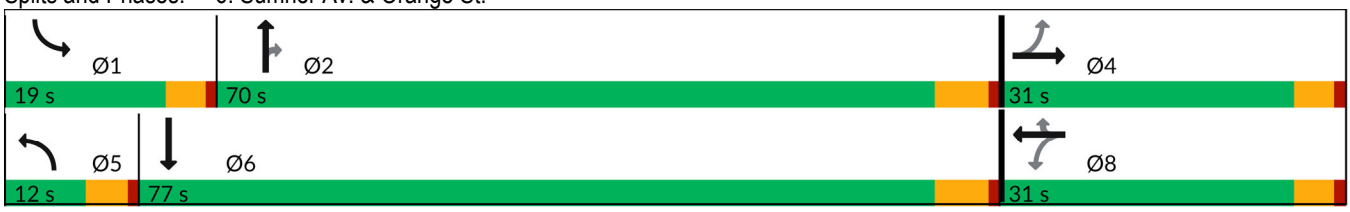
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	15.8		10.5	0.0	21.8		10.5				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	9.4	67.2		28.4	5.0	71.6		28.4				
Max Q Clear Time (g_c+I1), s	2.7	5.6		3.0	0.0	9.5		2.6				
Green Ext Time (p_c), s	0.0	3.3		0.2	0.0	3.9		0.1				

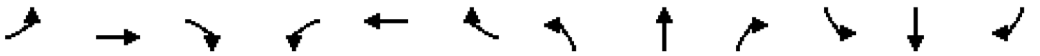
Intersection Summary		
HCM 7th Control Delay, s/veh		8.4
HCM 7th LOS		A

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	14	3	1	4	14	1	179	11	64	463
Future Volume (vph)	14	3	1	4	14	1	179	11	64	463
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		4		8		5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	30.6	30.6	14.6	14.6	14.6	9.6	15.8	15.8	9.6	22.8
Total Split (s)	31.0	31.0	31.0	31.0	31.0	12.0	70.0	70.0	19.0	77.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	25.8%	10.0%	58.3%	58.3%	15.8%	64.2%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	4.6	5.8	5.8	4.6	5.8
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		16.2		16.2	16.2	7.5	23.5	23.5	8.6	27.9
Actuated g/C Ratio		0.52		0.52	0.52	0.24	0.75	0.75	0.27	0.89
v/c Ratio		0.02		0.00	0.02	0.00	0.08	0.01	0.15	0.33
Control Delay (s/veh)		11.5		12.5	0.1	24.0	7.7	0.0	17.9	6.5
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		11.5		12.5	0.1	24.0	7.7	0.0	17.9	6.5
LOS		B		B	A	C	A	A	B	A
Approach Delay (s/veh)		11.5		3.0			7.3			7.8
Approach LOS		B		A			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 31.4	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay (s/veh): 7.7	Intersection LOS: A
Intersection Capacity Utilization 56.3%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Sumner Av. & Orange St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	3	1	1	4	14	1	179	11	64	463	24
Future Volume (veh/h)	14	3	1	1	4	14	1	179	11	64	463	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	3	1	1	4	5	1	199	12	71	514	26
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	306	17	6	169	117	122	6	1245	555	132	747	38
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.35	0.35	0.07	0.42	0.42
Sat Flow, veh/h	1184	222	74	326	1519	1585	1781	3554	1585	1781	1764	89
Grp Volume(v), veh/h	20	0	0	5	0	5	1	199	12	71	0	540
Grp Sat Flow(s),veh/h/ln	1481	0	0	1845	0	1585	1781	1777	1585	1781	0	1854
Q Serve(g_s), s	0.4	0.0	0.0	0.0	0.0	0.1	0.0	1.2	0.1	1.2	0.0	7.1
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.1	0.0	0.1	0.0	1.2	0.1	1.2	0.0	7.1
Prop In Lane	0.80		0.05	0.20		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	329	0	0	286	0	122	6	1245	555	132	0	785
V/C Ratio(X)	0.06	0.00	0.00	0.02	0.00	0.04	0.17	0.16	0.02	0.54	0.00	0.69
Avail Cap(c_a), veh/h	1551	0	0	1745	0	1390	438	7577	3380	852	0	4384
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	0.0	0.0	12.9	0.0	12.9	15.0	6.7	6.4	13.4	0.0	7.1
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.1	4.9	0.1	0.0	1.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.1	0.0	0.0	12.9	0.0	13.0	19.9	6.8	6.4	14.7	0.0	8.1
LnGrp LOS	B			B		B	B	A	A	B		A
Approach Vol, veh/h		20			10			212			611	
Approach Delay, s/veh		13.1			12.9			6.8			8.9	
Approach LOS		B			B			A			A	

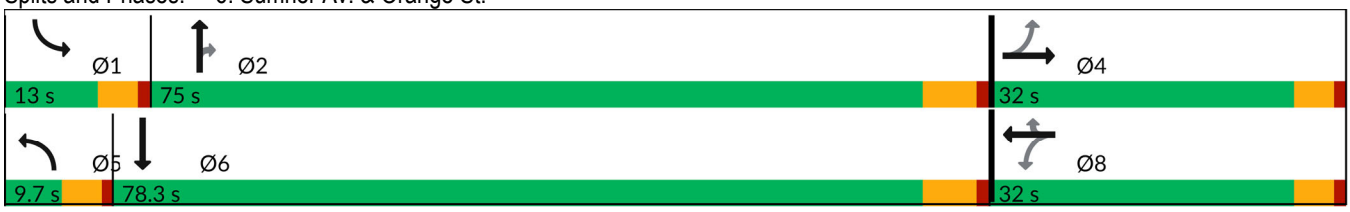
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.8	16.3		6.9	4.6	18.5		6.9				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	14.4	64.2		26.4	7.4	71.2		26.4				
Max Q Clear Time (g_c+I1), s	3.2	3.2		2.4	2.0	9.1		2.1				
Green Ext Time (p_c), s	0.0	1.3		0.0	0.0	3.5		0.0				

Intersection Summary			
HCM 7th Control Delay, s/veh		8.5	
HCM 7th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	NBR	SBL	SBT	Ø5
Lane Configurations										
Traffic Volume (vph)	51	7	8	0	42	500	7	38	584	
Future Volume (vph)	51	7	8	0	42	500	7	38	584	
Turn Type	Perm	NA	Perm	NA	Perm	NA	Perm	Prot	NA	
Protected Phases		4		8		2		1	6	5
Permitted Phases	4		8		8		2			
Detector Phase	4	4	8	8	8	2	2	1	6	
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	10.0	10.0	5.0	10.0	5.0
Minimum Split (s)	30.6	30.6	14.6	14.6	14.6	15.8	15.8	9.6	22.8	9.6
Total Split (s)	32.0	32.0	32.0	32.0	32.0	75.0	75.0	13.0	78.3	9.7
Total Split (%)	26.7%	26.7%	26.7%	26.7%	26.7%	62.5%	62.5%	10.8%	65.3%	8%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8	3.6
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		4.6		4.6	4.6	5.8	5.8	4.6	5.8	
Lead/Lag						Lag	Lag	Lead	Lag	Lead
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		15.0		15.0	15.0	24.5	24.5	7.4	27.8	
Actuated g/C Ratio		0.38		0.38	0.38	0.62	0.62	0.19	0.71	
v/c Ratio		0.10		0.02	0.07	0.24	0.01	0.12	0.49	
Control Delay (s/veh)		14.5		14.8	3.3	10.8	0.0	23.3	9.5	
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.1	
Total Delay (s/veh)		14.5		14.8	3.3	10.8	0.0	23.3	9.5	
LOS		B		B	A	B	A	C	A	
Approach Delay (s/veh)		14.5		5.2		10.6			10.4	
Approach LOS		B		A		B			B	

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 39.3	
Natural Cycle: 75	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay (s/veh): 10.4	Intersection LOS: B
Intersection Capacity Utilization 53.4%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Sumner Av. & Orange St.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	7	0	8	0	42	0	500	7	38	584	17
Future Volume (veh/h)	51	7	0	8	0	42	0	500	7	38	584	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1961	1885	1885	1961	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	55	8	0	9	0	37	0	538	8	41	628	17
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	443	52	0	515	0	306	5	1090	486	85	898	24
Arrive On Green	0.19	0.19	0.00	0.19	0.00	0.19	0.00	0.30	0.30	0.05	0.49	0.49
Sat Flow, veh/h	1239	271	0	1542	0	1598	1795	3582	1598	1795	1827	49
Grp Volume(v), veh/h	63	0	0	9	0	37	0	538	8	41	0	645
Grp Sat Flow(s),veh/h/ln	1509	0	0	1542	0	1598	1795	1791	1598	1795	0	1876
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	0.6	0.0	4.0	0.1	0.7	0.0	8.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.1	0.0	0.6	0.0	4.0	0.1	0.7	0.0	8.8
Prop In Lane	0.87		0.00	1.00		1.00	1.00		1.00	1.00		0.03
Lane Grp Cap(c), veh/h	495	0	0	515	0	306	5	1090	486	85	0	923
V/C Ratio(X)	0.13	0.00	0.00	0.02	0.00	0.12	0.00	0.49	0.02	0.48	0.00	0.70
Avail Cap(c_a), veh/h	1450	0	0	1462	0	1332	279	7542	3364	459	0	4139
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	10.8	0.0	11.0	0.0	9.4	8.0	15.3	0.0	6.5
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.3	0.0	1.6	0.0	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	0.2	0.0	0.9	0.0	0.3	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	11.3	0.0	0.0	10.8	0.0	11.2	0.0	9.7	8.0	16.8	0.0	7.4
LnGrp LOS	B			B		B		A	A	B		A
Approach Vol, veh/h		63			46			546			686	
Approach Delay, s/veh		11.3			11.1			9.7			8.0	
Approach LOS		B			B			A			A	

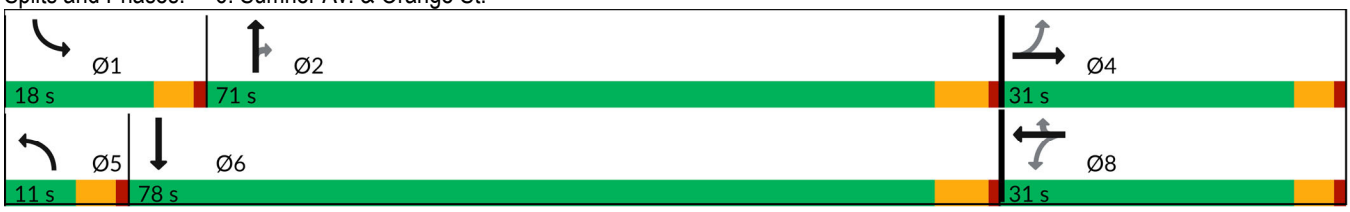
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.2	15.8		10.9	0.0	22.0		10.9				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	8.4	69.2		27.4	5.1	72.5		27.4				
Max Q Clear Time (g_c+I1), s	2.7	6.0		3.1	0.0	10.8		2.6				
Green Ext Time (p_c), s	0.0	3.7		0.3	0.0	4.5		0.1				

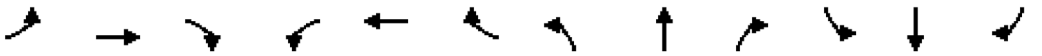
Intersection Summary			
HCM 7th Control Delay, s/veh		8.9	
HCM 7th LOS		A	

Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations										
Traffic Volume (vph)	16	3	1	4	16	1	197	12	69	510
Future Volume (vph)	16	3	1	4	16	1	197	12	69	510
Turn Type	Perm	NA	Perm	NA	Perm	Prot	NA	Perm	Prot	NA
Protected Phases		4		8		5	2		1	6
Permitted Phases	4		8		8			2		
Detector Phase	4	4	8	8	8	5	2	2	1	6
Switch Phase										
Minimum Initial (s)	10.0	10.0	10.0	10.0	10.0	5.0	10.0	10.0	5.0	10.0
Minimum Split (s)	30.6	30.6	14.6	14.6	14.6	9.6	15.8	15.8	9.6	22.8
Total Split (s)	31.0	31.0	31.0	31.0	31.0	11.0	71.0	71.0	18.0	78.0
Total Split (%)	25.8%	25.8%	25.8%	25.8%	25.8%	9.2%	59.2%	59.2%	15.0%	65.0%
Yellow Time (s)	3.6	3.6	3.6	3.6	3.6	3.6	4.8	4.8	3.6	4.8
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.6		4.6	4.6	4.6	5.8	5.8	4.6	5.8
Lead/Lag						Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?						Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	None	None	None	None	None
Act Effct Green (s)		16.0		16.0	16.0	7.3	21.8	21.8	8.8	31.0
Actuated g/C Ratio		0.46		0.46	0.46	0.21	0.63	0.63	0.25	0.89
v/c Ratio		0.02		0.01	0.02	0.00	0.10	0.01	0.17	0.36
Control Delay (s/veh)		13.3		14.0	0.1	26.0	8.6	0.0	19.6	6.4
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)		13.3		14.0	0.1	26.0	8.6	0.0	19.6	6.4
LOS		B		B	A	C	A	A	B	A
Approach Delay (s/veh)		13.3		3.1			8.2			7.9
Approach LOS		B		A			A			A

Intersection Summary	
Cycle Length: 120	
Actuated Cycle Length: 34.7	
Natural Cycle: 70	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.36	
Intersection Signal Delay (s/veh): 8.0	Intersection LOS: A
Intersection Capacity Utilization 58.9%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 6: Sumner Av. & Orange St.





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	3	1	1	4	16	1	197	12	69	510	27
Future Volume (veh/h)	16	3	1	1	4	16	1	197	12	69	510	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	0.99		1.00	1.00		1.00	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1961	1885	1885	1961	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	18	3	1	1	4	7	1	219	13	77	567	29
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	306	22	6	158	135	135	6	1332	594	139	796	41
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.00	0.37	0.37	0.08	0.45	0.45
Sat Flow, veh/h	1217	255	70	280	1587	1598	1795	3582	1598	1795	1777	91
Grp Volume(v), veh/h	22	0	0	5	0	7	1	219	13	77	0	596
Grp Sat Flow(s),veh/h/ln	1543	0	0	1868	0	1598	1795	1791	1598	1795	0	1868
Q Serve(g_s), s	0.3	0.0	0.0	0.0	0.0	0.1	0.0	1.3	0.2	1.3	0.0	8.3
Cycle Q Clear(g_c), s	0.4	0.0	0.0	0.1	0.0	0.1	0.0	1.3	0.2	1.3	0.0	8.3
Prop In Lane	0.82		0.05	0.20		1.00	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	334	0	0	292	0	135	6	1332	594	139	0	837
V/C Ratio(X)	0.07	0.00	0.00	0.02	0.00	0.05	0.18	0.16	0.02	0.55	0.00	0.71
Avail Cap(c_a), veh/h	1460	0	0	1645	0	1310	357	7254	3236	747	0	4190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.7	0.0	0.0	13.5	0.0	13.5	16.0	6.8	6.4	14.3	0.0	7.2
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.2	5.6	0.1	0.0	1.3	0.0	1.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.4	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.7	0.0	0.0	13.5	0.0	13.7	21.6	6.8	6.4	15.6	0.0	8.3
LnGrp LOS	B			B		B	C	A	A	B		A
Approach Vol, veh/h		22			12			233			673	
Approach Delay, s/veh		13.7			13.6			6.9			9.2	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.1	17.8		7.3	4.6	20.2		7.3				
Change Period (Y+Rc), s	4.6	5.8		4.6	4.6	5.8		4.6				
Max Green Setting (Gmax), s	13.4	65.2		26.4	6.4	72.2		26.4				
Max Q Clear Time (g_c+I1), s	3.3	3.3		2.4	2.0	10.3		2.1				
Green Ext Time (p_c), s	0.0	1.4		0.1	0.0	4.0		0.0				

Intersection Summary		
HCM 7th Control Delay, s/veh		8.8
HCM 7th LOS		A

APPENDIX 4:

VOLUME COMPARISONS

Volume Development
Weekday AM Peak Hour

2: Sumner Av. & Limonite Av.

PHF: 0.966 7:15am Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**173**	**378**	**106**	**93**	**183**	**146**	**237**	**420**	**25**	**105**	**571**	**29**	**2,466**
2021 ADT:		14,620			15,917			20,680			20,494		
2021 Pk-Daily:		7%			7%			8%			6%		
Project:	5	5	21	0	6	0	0	0	6	20	0	0	63
Project ADT:		712			122			122			468		
Other:	7	0	0	0	0	1	0	152	4	1	282	0	447
Other ADT:		174			20			6,828			6,686		
E+P:	178	383	127	93	189	146	237	420	31	125	571	29	2,529
E+P ADT:		15,332			16,039			20,802			20,962		
OYC 2022 NP:	178	384	108	94	186	149	241	472	27	107	665	29	2,640
OYC 2022 NP ADT:		14,906			16,177			23,059			22,828		
OYC 2022 WP:	183	389	129	94	192	149	241	472	33	127	665	29	2,703
OYC 2022 WP ADT:		15,618			16,299			23,181			23,296		
2-25-25 Counts:	**154**	**413**	**145**	**143**	**369**	**117**	**160**	**756**	**42**	**83**	**829**	**50**	**3,261**
PP Vol:	143	491	165	98	307	289	522	1,524	54	103	1,480	55	5,230
PP ADT:		16,693			19,232			56,683			45,291		
HY 2040 NP:	196	423	121	104	205	163	265	1,598	30	120	1,621	32	4,878
HY 2040 NP ADT:		15,688			16,994			66,755			55,566		
HY 2040 WP:	**201**	**428**	**142**	**104**	**211**	**163**	**265**	**1,598**	**36**	**140**	**1,621**	**32**	4,941
HY 2040 WP ADT:		16,400			17,116			**66,877**			**56,034**		
2040 Pk-Daily:		7%			7%			6%			6%		

4: Sumner Av. & Schleisman Rd.

PHF: 0.877 7:00am Count Date: 2/13/2018

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**155**	**349**	**14**	**104**	**250**	**162**	**181**	**256**	**302**	**13**	**378**	**66**	**2,230**
2021 ADT:		9,592			10,955			18,417			9,619		
2021 Pk-Daily:		11%			10%			8%			9%		
Project:	17	17	12	0	6	0	0	0	6	4	0	0	62
Project ADT:		1,012			372			372			268		
Other:	0	5	7	8	3	1	1	63	0	6	48	7	149
Other ADT:		343			379			1,785			2,195		
E+P:	172	366	26	104	256	162	181	256	308	17	378	66	2,292
E+P ADT:		10,604			11,327			18,789			9,887		
OYC 2022 NP:	157	356	16	108	255	165	184	279	307	15	398	69	2,310
OYC 2022 NP ADT:		9,849			11,244			19,247			10,431		
OYC 2022 WP:	174	373	28	108	261	165	184	279	313	19	398	69	2,372
OYC 2022 WP ADT:		10,861			11,616			19,619			10,699		
2-25-25 Counts:	**127**	**316**	**25**	**122**	**345**	**155**	**173**	**256**	**299**	**41**	**326**	**66**	**2,251**
PP Vol:	162	157	301	242	150	123	183	1,931	284	188	1,390	158	5,268
PP ADT:		15,328			16,040			48,927			52,119		
HY 2040 NP:	175	393	19	119	281	181	203	1,046	338	17	934	76	3,782
HY 2040 NP ADT:		10,392			11,826			30,608			28,036		
HY 2040 WP:	**192**	**410**	**31**	**119**	**287**	**181**	**203**	**1,046**	**344**	**21**	**934**	**76**	3,844
HY 2040 WP ADT:		11,404			12,198			**30,980**			**28,304**		
2040 Pk-Daily:		11%			10%			9%			8%		

Volume Development
Weekday AM Peak Hour

6: Sumner Av. & Orange St.

		PHF:	0.933		8:00am					Count Date:	1/7/2021		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**0**	**444**	**6**	**31**	**519**	**15**	**46**	**6**	**0**	**6**	**0**	**28**	**1,101**
2021 ADT:		8,388			9,592			622			1,085		
2021 Pk-Daily:		12%			11%			11%			7%		
Project:	0	1	0	0	3	0	0	0	0	0	0	0	4
Project ADT:		56			56			0			0		
Other:	0	12	0	0	9	0	0	0	0	0	0	0	21
Other ADT:		343			343			0			0		
E+P:	0	445	6	31	522	15	46	6	0	6	0	28	1,105
E+P ADT:		8,444			9,648			622			1,085		
OYC 2022 NP:	0	455	6	31	530	15	47	6	0	6	0	28	1,125
OYC 2022 NP ADT:		8,625			9,849			632			1,102		
OYC 2022 WP:	0	456	6	31	533	15	47	6	0	6	0	28	1,129
OYC 2022 WP ADT:		8,681			9,905			632			1,102		
2-25-25 Counts:	**2**	**345**	**83**	**275**	**394**	**13**	**12**	**82**	**3**	**56**	**26**	**113**	**1,404**
PP Vol:		620			622								1,241
PP ADT:		16,040			16,040			0			0		
HY 2040 NP:	0	500	7	35	583	17	51	7	0	7	0	31	1,238
HY 2040 NP ADT:		9,060			10,344			664			1,158		
HY 2040 WP:	**0**	**501**	**7**	**35**	**586**	**17**	**51**	**7**	**0**	**7**	**0**	**31**	1,242
HY 2040 WP ADT:		9,116			10,400			664			1,158		
2040 Pk-Daily:		12%			12%			11%			8%		

9: Scholar Wy. & Schleisman Rd.

		PHF:	0.864		8:00am					Count Date:	10/12/2016		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**133**	**450**	**147**	**25**	**605**	**23**	**31**	**234**	**136**	**205**	**261**	**22**	**2,272**
2021 ADT:		6,946			7,449			9,407			8,560		
2021 Pk-Daily:		24%			16%			9%			10%		
Project:	2	0	0	0	0	10	6	19	5	0	23	0	65
Project ADT:		102			140			678			436		
Other:	14	20	12	13	7	0	0	70	6	6	46	6	200
Other ADT:		832			602			2,195			2,429		
E+P:	135	450	147	25	605	33	37	253	141	205	284	22	2,337
E+P ADT:		7,048			7,589			10,085			8,996		
OYC 2022 NP:	139	463	153	29	617	23	31	259	140	210	279	24	2,368
OYC 2022 NP ADT:		7,307			7,749			10,216			9,426		
OYC 2022 WP:	141	463	153	29	617	33	37	278	145	210	302	24	2,433
OYC 2022 WP ADT:		7,409			7,889			10,894			9,862		
2-25-25 Counts:	**174**	**604**	**156**	**87**	**509**	**11**	**23**	**263**	**194**	**127**	**223**	**43**	**2,414**
PP Vol:	143	471	150	119	619	193	282	2,130	142	208	1,526	125	6,107
PP ADT:		9,135			12,035			52,119			48,587		
HY 2040 NP:	153	510	168	32	678	27	35	1,187	154	231	1,003	27	4,204
HY 2040 NP ADT:		7,678			8,144			32,324			25,950		
HY 2040 WP:	**155**	**510**	**168**	**32**	**678**	**37**	**41**	**1,206**	**159**	**231**	**1,026**	**27**	4,269
HY 2040 WP ADT:		7,780			8,284			**33,002**			**26,386**		
2040 Pk-Daily:		24%			16%			8%			10%		

Volume Development
Weekday PM Peak Hour

2: Sumner Av. & Limonite Av.

		PHF:	0.965		5:00pm					Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**39**	**206**	**136**	**114**	**435**	**192**	**212**	**558**	**77**	**212**	**485**	**44**	**2,710**
2021 ADT:		14,620			15,917			20,680			20,494		
2021 Pk-Daily:		8%			8%			8%			8%		
Project:	2	2	8	0	3	0	0	0	3	13	0	0	31
Project ADT:		712			122			122			468		
Other:	5	0	1	0	0	0	1	336	8	0	199	0	550
Other ADT:		174			20			6,828			6,686		
E+P:	41	208	144	114	438	192	212	558	80	225	485	44	2,741
E+P ADT:		15,332			16,039			20,802			20,962		
OYC 2022 NP:	41	209	138	116	442	195	216	668	81	215	552	45	2,918
OYC 2022 NP ADT:		14,906			16,177			23,059			22,828		
OYC 2022 WP:	43	211	146	116	445	195	216	668	84	228	552	45	2,949
OYC 2022 WP ADT:		15,618			16,299			23,181			23,296		
2-25-25 Counts:	**61**	**251**	**92**	**155**	**383**	**144**	**159**	**763**	**81**	**179**	**721**	**92**	**3,081**
PP Vol:	77	263	172	161	557	592	450	1,633	90	228	1,869	78	6,169
PP ADT:		16,693			19,232			56,683			45,291		
HY 2040 NP:	45	230	153	127	486	215	237	1,832	89	238	1,922	49	5,623
HY 2040 NP ADT:		15,688			16,994			66,755			55,566		
HY 2040 WP:	**47**	**232**	**161**	**127**	**489**	**215**	**237**	**1,832**	**92**	**251**	**1,922**	**49**	5,654
HY 2040 WP ADT:		**16,400**			**17,116**			**66,877**			**56,034**		
2040 Pk-Daily:		8%			8%			6%			8%		

4: Sumner Av. & Schleisman Rd.

		PHF:	0.943		4:45pm					Count Date:	2/13/2018		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**60**	**129**	**9**	**31**	**223**	**177**	**229**	**347**	**291**	**13**	**288**	**39**	**1,836**
2021 ADT:		9,592			10,955			18,417			9,619		
2021 Pk-Daily:		8%			8%			8%			8%		
Project:	1	1	1	0	18	0	0	0	18	13	0	0	52
Project ADT:		1,012			372			372			268		
Other:	0	4	11	12	6	1	1	83	0	11	92	12	233
Other ADT:		343			379			1,785			2,195		
E+P:	61	130	10	31	241	177	229	347	309	26	288	39	1,888
E+P ADT:		10,604			11,327			18,789			9,887		
OYC 2022 NP:	61	132	12	35	228	180	233	377	296	17	320	43	1,935
OYC 2022 NP ADT:		9,849			11,244			19,247			10,431		
OYC 2022 WP:	62	133	13	35	246	180	233	377	314	30	320	43	1,987
OYC 2022 WP ADT:		10,861			11,616			19,619			10,699		
2-25-25 Counts:	**56**	**184**	**7**	**69**	**239**	**164**	**139**	**309**	**228**	**14**	**227**	**63**	**1,699**
PP Vol:	205	290	314	246	285	155	260	1,731	309	438	2,148	348	6,728
PP ADT:		15,328			16,040			48,927			52,119		
HY 2040 NP:	67	146	14	39	253	198	256	1,449	327	19	1,495	48	4,311
HY 2040 NP ADT:		10,392			11,826			30,608			28,036		
HY 2040 WP:	**68**	**147**	**15**	**39**	**271**	**198**	**256**	**1,449**	**345**	**32**	**1,495**	**48**	4,363
HY 2040 WP ADT:		**11,404**			**12,198**			**30,980**			**28,304**		
2040 Pk-Daily:		8%			8%			12%			11%		

Volume Development
Weekday PM Peak Hour

6: Sumner Av. & Orange St.

		PHF:	0.903		4:45pm					Count Date:	1/7/2021		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**1**	**171**	**9**	**52**	**451**	**24**	**14**	**3**	**1**	**1**	**4**	**13**	**744**
2021 ADT:		8,388			9,592			622			1,085		
2021 Pk-Daily:		8%			8%			8%			8%		
Project:	0	3	0	0	0	0	0	0	0	0	0	0	3
Project ADT:		56			56			0			0		
Other:	0	15	0	0	17	0	0	0	0	0	0	0	32
Other ADT:		343			343			0			0		
E+P:	1	174	9	52	451	24	14	3	1	1	4	13	747
E+P ADT:		8,444			9,648			622			1,085		
OYC 2022 NP:	1	178	9	53	463	24	14	3	1	1	4	13	766
OYC 2022 NP ADT:		8,625			9,849			632			1,102		
OYC 2022 WP:	1	181	9	53	463	24	14	3	1	1	4	13	769
OYC 2022 WP ADT:		8,681			9,905			632			1,102		
2-25-25 Counts:	**2**	**201**	**12**	**90**	**366**	**23**	**10**	**8**	**1**	**11**	**6**	**37**	**767**
PP Vol:		809			1,031								1,841
PP ADT:		16,040			16,040								
HY 2040 NP:	1	196	10	58	510	27	16	3	1	1	4	15	842
HY 2040 NP ADT:		9,060			10,344			664			1,158		
HY 2040 WP:	**1**	**199**	**10**	**58**	**510**	**27**	**16**	**3**	**1**	**1**	**4**	**15**	845
HY 2040 WP ADT:		**9,116**			**10,400**			**664**			**1,158**		
2040 Pk-Daily:		8%			8%			8%			8%		

9: Scholar Wy. & Schleisman Rd.

		PHF:	0.932		5:00pm					Count Date:	10/12/2016		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2021 (adjusted):	**42**	**157**	**38**	**16**	**221**	**34**	**94**	**296**	**28**	**39**	**217**	**41**	**1,223**
2021 ADT:		6,946			7,449			9,407			8,560		
2021 Pk-Daily:		8%			8%			8%			8%		
Project:	5	0	0	0	0	1	1	6	3	0	9	0	25
Project ADT:		102			140			678			436		
Other:	10	13	9	10	23	0	0	90	15	10	103	12	295
Other ADT:		832			602			2,195			2,429		
E+P:	47	157	38	16	221	35	95	302	31	39	226	41	1,248
E+P ADT:		7,048			7,589			10,085			8,996		
OYC 2022 NP:	46	163	41	19	231	35	96	328	33	43	251	45	1,331
OYC 2022 NP ADT:		7,307			7,749			10,216			9,426		
OYC 2022 WP:	51	163	41	19	231	36	97	334	36	43	260	45	1,356
OYC 2022 WP ADT:		7,409			7,889			10,894			9,862		
2-25-25 Counts:	**51**	**264**	**53**	**64**	**239**	**11**	**25**	**318**	**45**	**51**	**247**	**56**	**1,424**
PP Vol:	104	168	46	210	239	450	389	1,813	66	40	2,397	240	6,162
PP ADT:		9,135			12,035			52,119			48,587		
HY 2040 NP:	51	180	45	21	255	38	105	1,511	37	47	1,718	50	4,058
HY 2040 NP ADT:		7,678			8,144			32,324			25,950		
HY 2040 WP:	**56**	**180**	**45**	**21**	**255**	**39**	**106**	**1,517**	**40**	**47**	**1,727**	**50**	4,083
HY 2040 WP ADT:		**7,780**			**8,284**			**33,002**			**26,386**		
2040 Pk-Daily:		8%			8%			11%			13%		

RESOLUTION NO. 26-XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF EASTVALE, CALIFORNIA, RECOMMEDING THAT THE CITY COUNCIL APPROVE PLN25-20005, A GENERAL PLAN AMENDMENT, CHANGE OF ZONE, MAJOR DEVELOPMENT REVIEW, AND TENTATIVE TRACT MAP NO. 38032 FOR THE DEVELOPMENT OF THE FOR-SALE 159 UNIT ATTACHED TOWN-HOME RESIDENTIAL DEVELOPMENT COVERING APPROXIMATELY 7.54 NET ACRES LOCATED NORTH OF ORANGE STREET, SOUTH OF SCHLEISMAN RAOD, AND EAST OF SUMNER AVENUE

WHEREAS, the applicant (SC Sumner LLC) submitted Planning Application PLN25-20005, to develop a for-sale 159 unit attached town-home residential project on 7.54 net acres at the southeast corner of Sumner Avenue and Schleisman Road where the site has an existing General Plan land use designation of Commercial Retail (CR) and is zoned Heavy Agriculture (A-2-5). The applicant requests to amend the General Plan land use designation to Multi-Family-Low-Moderate (MF-LM), change the zoning to General Residential (R-3), approve a Major Development Review for the development and site planning of the 159 unit residential project, and approve Tentative Tract Map No. 38032 for condominium purposes. The project site is located at the southeast corner of Sumner Avenue and Schleisman Road within the City of Eastvale and consists of one (1) parcel (APN: 152-040-001) on a 10.00 gross acre site, known herein as the "project"; and

WHEREAS, the proposed project (PLN25-20005) is considered a "project" as defined by the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 et seq.; and

WHEREAS, the City, as the Lead Agency, determined that the proposed project required the preparation of an Initial Study and Mitigated Negative Declaration for compliance with the provisions of CEQA; and

WHEREAS, on January 28, 2026, in accordance with the CEQA Guidelines 15072(b), the City posted a Notice of Intent (NOI), and also published the NOI in the *Press Enterprise*, a local newspaper of general circulation, regarding the 20-day public review period and Planning Commission Meeting on February 18, 2026; and

WHEREAS, the City made the proposed Mitigated Negative Declaration available for public review beginning on January 28, 2026, and concluding February 17, 2026, a period of not less than 20 days as prescribed by law; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on February 18, 2026 at which public testimony was received concerning Project PLN25-20005;

NOW, THEREFORE, THE PLANNING COMMISSION OF THE CITY OF EASTVALE DOES HEREBY RESOLVE, DETERMINE, AND ORDER AS FOLLOWS:

SECTION 1. FINDINGS FOR CEQA

The City of Eastvale Planning Commission, in light of the whole record before it, including but not limited to, the City's local CEQA guidelines and thresholds of significance, the environmental document

incorporated herein by reference, and other documents incorporated therein by reference, any written comments received and responses provided, and other substantial evidence, within the meaning of Public Resources Code Sections 21080(e) and 21082.2, within the record and/or provided at the public hearing, hereby finds, determines, and certifies as follows:

A. Review Period: That the IS/MND has been provided for public review within the duration required under CEQA Guidelines.

B. Compliance with Law: That the IS/MND was prepared, processed, and noticed in accordance with CEQA (Public Resources Code Section 21000 et seq.), the CEQA Guidelines (14 California Code of Regulations Section 15000 et seq.), and the local CEQA Guidelines and thresholds of significance adopted by the City of Eastvale. That the IS/MND was presented to the Planning Commission, and the Planning Commission has reviewed and considered the information contained in the IS/MND, and public testimony received thereon during the hearing, prior to any action on the project.

C. Independent Judgement: That the IS/MND reflects and represents the City of Eastvale's independent judgement and analysis and adequately addresses the impacts of, and proposes appropriate mitigation measures upon, the City's actions in approving or taking action on proposed Project PLN25-20005.

SECTION 2. FINDINGS FOR CHANGE OF ZONE

Finding 1: The changes are consistent with the General Plan goals, policies, and implementation programs.

Evidence: The project site is currently located within the A-2-5 (Heavy Agriculture) Zone. The A-2-5 Zone is inconsistent with the proposed General Plan land use designation, Multi-Family-Low-Moderate (MF-LM), for the project site. To remain consistent with the proposed General Plan, in accordance with State law, the applicant is proposing a Change of Zone from A-2-5 to R-3 (General Residential). The R-3 Zone is consistent with the MF-LM General Plan land use designation and would allow the construction of residential developments of higher density, subject to conditions of approval. The change from A-2-5 to R-3 for the project site represents a reduction in the existing General Plan land use intensity of the site as commercial retail uses would have a greater impact on the surrounding neighborhoods related to traffic, air quality, noise, and demand for police and fire services. As such, the changes are consistent with the General Plan goals, policies, and implementation programs.

Finding 2: The amendment is consistent with the most recent adopted version of the Chino Airport Land Use Compatibility Plan.

Evidence: The project site is not located within the Chino Airport influence area and therefore, not subject the Airport Land Use Compatibility Plan (ALUCP).

SECTION 3. FINDINGS FOR MAJOR DEVELOPMENT REVIEW

Pursuant to Section 120.02.010(c)(6) of the Eastvale Municipal Code, the City Council makes the following findings pertaining to the approval of a Major Development Review application for PLN25-20005:

Finding 1: The proposed project is consistent with the objectives of the general plan, and complies with applicable zoning regulations, specific plan provisions, special planning area provisions, design guidelines, and improvement standards adopted by the city.

Evidence: The existing General Plan land use designation of the project site is Commercial Retail (CR). The CR land use designation provides for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The applicant is requesting a General Plan Amendment (GPA) to change the current land use designation of the project site from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM) to accommodate the proposed for-sale 159 unit attached-townhome residential use.

The MF-LM land use designation allows for the development of a range of multi-family housing types (either for-sale or for-rent) including motor-courts, green-courts, stacked flats, and other configurations with an allowed density range of 20.1 to 40.0 dwelling units per acre. The project proposes a multiple-family residential use of 21.09 dwelling units per acre which is consistent with range allowed with the MF-LM land use designation.

The proposed design provides a consistent theme through the use of vertical and horizontal elements and appropriate massing proportions consistent with the proposed R-3 development standards. The design is also compatible with the surrounding residential neighborhoods as many residences in the area were designed in a Spanish style architecture. Overall, the project would introduce appropriate massing, scale and design that is complementary to and compatible with the surrounding neighborhoods.

Finding 2: The proposed architecture, site design, and landscape are suitable for the purposes of the building and the site and will enhance the character of the neighborhood and community.

Evidence: The project proposes a for-sale residential development consisting of 159 residential townhome units. The proposed design provides a consistent theme through the use of vertical and horizontal elements, appropriate massing proportions, and enhanced elevations where visible to the public. The design is also compatible with the surrounding residential neighborhoods as many residences in the area were designed in a Spanish style architecture. With implementation of staff's recommendation, the proposed buildings' exteriors would create cohesiveness within the proposed project, maintain a high level of architectural quality, and improve the overall aesthetics of the area, consistent with the City's Design Standards and Guidelines. These standards focus on high quality design and articulation to provide visual interest and variety (both vertically and horizontally). Overall, the project would introduce appropriate massing, scale and design that is complementary to and compatible with the surrounding neighborhoods.

Finding 3: The architecture, including the character, scale, and quality of the design, relationship with the site and other buildings, building materials, colors, screening of exterior appurtenances, exterior lighting, and similar elements, establishes a clear design concept and is compatible with the character of buildings on adjoining and nearby properties.

Evidence: The architecture of the proposed development as conditioned, has been designed to satisfy the design goals and policies of the Eastvale Design Guidelines and Municipal Code and create cohesiveness within the proposed project, maintain a high level of architectural quality, and improve the overall aesthetics of the area. The proposed elevations show a contemporary Spanish style architectural

theme for the residential development, including decorative ceramic tile roofing and gable vents, metal trellises, decorative plaster features, metal railings and gates, decorative chimney caps, stone veneer, foam window shutters, and a mix of darker earth tone accents contrasted with light stucco finishes. The proposed design provides a consistent theme through the use of vertical and horizontal elements and appropriate massing.

The project has also been designed to create a distance buffer between the project site and the nearby single-family neighborhoods. The project will also include substantial landscaping improvements along all street frontages to further buffer the neighboring residential uses. Further, the entire eastern portion of the project will include a row of screen trees to create a buffer along this edge of the project site. The architecture design is also compatible with the surrounding residential neighborhoods as many residences in the area were designed in a similar Spanish style architecture. Overall, the project would introduce an appropriate massing, scale and design that is complementary to and compatible with the surrounding neighborhoods.

Finding 4: The proposed project will not create conflicts with vehicular, bicycle, or pedestrian transportation modes of circulation.

Evidence: The proposed project would provide off-site improvements to substantially enhance all adjacent streets to improve vehicular and non-vehicular circulation in the area. Schleisman Road would receive right-of-way dedication to accommodate installation of curbs and gutters and the relocation of two (2) existing traffic signals at the southwest corner of the intersection of Schleisman Road and Sumner Avenue from their current locations to match the new curb configuration.

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 (2) lanes and two (2) additional lanes of traffic in the northbound direction for a total of three (3) 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 (2) existing traffic signals at the intersection of Sumner Avenue and Schleisman Road, the project would also relocate one (1) existing traffic signal at the northeastern corner of the intersection of Sumner Avenue and Orange Street. Orange street would also be restriped to accommodate an additional lane of traffic in each direction, for a total of two (2) lanes in each direction, and to ensure access to the project site's secondary gated entrance along Orange Street.

Further, a 2021 Traffic Impact Analysis (TIA) was prepared in conjunction with the previous proposed project (PLN20-20063) but has been updated with a technical memorandum to include new traffic counts that were collected at four (4) denoted study area intersections in February 2025. These counts were compared to the volumes utilized and evaluated in the 2021 Traffic Study and was incorporated in the draft IS/MND, which analyzed the project's on- and off-site traffic circulation impacts in conformance with the City TIA guidelines which observed all area intersections are anticipated to operate at an acceptable LOS during peak hours with the proposed roadway improvements.

Additionally, the proposed project also includes pedestrian improvements along the project site frontages Including a meandering sidewalk, as well as a separate walking path, along the southern curb of Schleisman Road.

Finding 5: For residential subdivisions, the subdivision is well-integrated with the city's street network, creates unique neighborhood environments, reflects traditional architectural styles, and establishes a pedestrian-friendly environment; and

Evidence: Overall, the project would introduce an appropriate massing, scale and design that is complementary to and compatible with the surrounding neighborhoods through usage of existing architectural styles utilized in the neighborhood, and creation of roadway and pedestrian path improvements.

SECTION 4. FINDINGS FOR TENTATIVE TRACT MAP

Finding 1: The proposed maps are consistent with the City's General Plan and any applicable specific plan as specified in Government Code Section 65451.

Evidence: The existing General Plan land use designation of the project site is Commercial Retail (CR). The CR land use designation provides for the development of commercial retail uses at a neighborhood, community, and regional level, as well as for professional office and visitor-oriented commercial uses. The applicant is proposing a General Plan Amendment (GPA) to change the current land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM).

The MF-LM land use designation allows for the development of a range of multi-family housing types (either for-sale or for-rent) including motor-courts, green-courts, stacked flats, and other configurations with an allowed density range of 20.1 to 40.0 dwelling units per acre. The project proposes a multiple-family residential use of 21.09 dwelling units per acre which is consistent with range allowed with the MF-LM land use designation. The proposed map is consistent with the General Plan.

Finding 2: The design of the proposed project is consistent with the City's General Plan and any applicable specific plan.

Evidence: The proposed project is designed to meet all City standards applicable to residential development within the MF-LM land use designation and R-3 zoning district, including street widths, drainage, utilities, lot size, and configuration, grading, right-of-way dedications, circulation, and emergency vehicle access and on- and off-site improvements.

Finding 3: The site is physically suitable for the type and proposed density of development.

Evidence: The site is physically suitable for the type of density and development proposed. The MF-LM land use designation allows a density range of 20.1 to 40.0 dwelling units per acre. The project proposes a multiple-family residential use of 21.09 that is comprised of 159 unit for-sale attached townhomes. In addition, the project will include landscape improvements along all -street frontages to provide additional buffering along the edge of the project sites. The architecture design is also compatible with the surrounding residential neighborhoods as many residences in the area were designed in a similar Spanish style architecture. Overall, the project would introduce an appropriate massing, scale, and design that is complementary to and compatible with the surrounding neighborhoods.

Finding 4: The design of the subdivision or proposed improvements is not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Evidence: A draft Mitigated Negative Declaration (IS/MND) for the proposed project has been completed. The IS/MND evaluates potentially significant adverse environmental impacts that could be associated with the Project and identifies project components, scope and mitigation measures, that would avoid, reduce, or eliminate significant impacts. The IS/MND does not set forth policy for the City of Eastvale about the proposed Project's desirability. Rather, it is an information document to be used by decision-makers, public agencies, and the public, in accordance with the California Environmental Quality Act (CEQA). According to the IS/MND, the proposed project will not have any impact to fish or wildlife or their habitat. The design of the subdivision and proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Finding 5: The design of the subdivision or type of improvements is not likely to cause serious public health problems.

Evidence: The designs of the project and subdivision are in conformance with the City's General Plan, Zoning Code, and Section 130 of the Municipal Code. The construction of all improvements on the site has been conditioned to comply with all applicable City of Eastvale ordinances, codes, and standards including, but not limited to, the California Uniform Building Code and the City's ordinances relating to stormwater runoff management and controls. The City's ordinances, codes, and standards have been created based on currently accepted standards and practices for the preservation of the public health, safety, and welfare. The project has been designed to introduce an appropriate massing, scale and design that is complementary to and compatible with the surrounding neighborhoods.

Finding 6: The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Evidence: The proposed site contains easements and access agreements throughout the site. The proposed easements will not conflict with the proposed subdivision and will encourage pedestrian and vehicular circulation around the project site.

SECTION 5. GENERAL PLAN AMENDMENT

Based upon the staff report and oral report presented to the Planning Commission meeting on February 18, 2026, and the recitals, facts, and findings set forth herein, the Planning Commission of the City of Eastvale hereby recommends approval of the General Plan Amendment request under PLN25-20005 to change the existing General Plan land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM).

SECTION 6. MULTIPLE SPECIES HABITAT CONSERVATION PLAN

Finding: The project site is located within the boundaries of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) administered by the Western Riverside County Regional Conservation Authority (RCA). The City of Eastvale is a signatory to the MSHCP. The project is found to be consistent with the Multiple Species Habitat Conservation Plan (MSHCP).

Evidence: The project is located outside of any MSHCP criteria area, and mitigation is provided through payment of the MSHCP mitigation fee.

SECTION 2. RECORD OF PROCEEDING

The documents and other materials that constitute the record of the proceedings upon which the Planning Commission's decision is based, which include but are not limited to, the staff reports as well as all materials that support the staff reports for the proposed project, are located in the Community Development Department of the City of Eastvale at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752. The custodian of these documents is the City Clerk's Office of the City of Eastvale.

SECTION 3. DETERMINATION

Based upon the findings outlined in Sections 1 through 6, the Planning Commission of the City of Eastvale hereby recommends that the City Council approve PLN25-20068, a for-sale residential project, with 159 attached condominiums. The applicant requests to amend the General Plan land use designation from Commercial Retail (CR) to Multi-Family-Low-Moderate (MF-LM); Change of Zone from Heavy Agriculture (A-2-5) to General Residential (R-3); Approve a Major Development Review (DR) for the development and site planning of the 159 for-sale attached townhome project; and approve a Tentative Tract Map (TTM No. 38032) to serve as a residential tract map for condominium purposes, subject to conditions of approval. The project site is located at the southeast corner of Sumner Avenue and Schleisman Road within the City of Eastvale and consists of one (1) parcel (APN:152-040-001) on 10.00 gross acres, known herein as the "project".

PASSED, APPROVED AND ADOPTED this 18th day of February 2026.

_____
April Rodriguez-Plott
Chair

APPROVED AS TO FORM:

_____
Chad Herrington
City Attorney

ATTEST:

_____
Jessica Cooper, MMC
Senior Management Analyst

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE) §
CITY OF EASTVALE)

I, Jessica Cooper, Senior Management Analyst of the City of Eastvale, California, do hereby certify that the foregoing Planning Commission Resolution No. 26-XX, was duly adopted by the Planning Commission of the City of Eastvale, California, at a meeting held on the 18th day of February 2026, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____
Jessica Cooper, MMC
Senior Management

CONDITIONS OF APPROVAL				
Planning Application Number and Description: Project No. PLN25-20005 – Major Development Review for the construction of 159 for-sale attached town homes and Tentative Tract Map No. 38032 for condominium purposes on a 7.54 net acre site.				
Assessor's Parcel Number: 152-040-001				
Planning Commission Date: February 18, 2026				
	Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
General Conditions/Requirements				
1.	The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Eastvale Planning Department. Project approval is not final until a signed copy of these conditions is filed with the City. _____ Applicant Signature Date	Must be completed to finalize approval	Planning Division	
2.	The applicant shall indemnify, protect, defend, and hold harmless the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative, or adjudicatory in nature), and alternative dispute resolutions procedures (including but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities	Ongoing	Planning Division	

	thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.			
3.	Any approval shall not be final until and unless the applicant's deposit account with Planning has a balance of at least **$5,000** at the time that the applicant signs these conditions of approval (per **Condition No. 1**) to cover staff time for follow-up, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work and to halt work if the deposit account is exhausted. Make check payable to the **City of Eastvale** and include **Project No. PLN25-20005** on the check. Applicant shall provide payment to cover staff time toward any environmental review or the California Environmental Quality Act (CEQA) review for PLN25-20005.	Ongoing	Planning Division	
4.	In compliance with Section 15075 of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) days of project approval. The NOD shall include the required California	Five (5) days from project approval	Planning Division	

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	Department of Fish and Wildlife (CDFW) (Code Section 711.4.d.3) fee and the Riverside County Clerk administrative fee.			
5.	Any approval shall not be final until and unless the applicant's deposit account with Public Works has a balance of at least **$10,000** to cover staff time to follow-up, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work and to half work if the deposit account is exhausted.	Ongoing	Public Works Department	
6.	Applicant understands and agrees that failure to comply with all conditions of approval may result in the City Council/Planning Commission taking action resulting in modification of conditions of approval and/or suspension or revocation of the Major Development Review permit.	Ongoing	Planning Division	
7.	Approval of Major Development Review (PLN25-20005) shall lapse and become void as of **March 25, 2028**, unless building permits have been issued and construction is commenced and diligently pursued towards completion on the structures that are the subject of Major Development Review (PLN25-20005), or a time extension is requested in writing prior to that date.	Ongoing	Planning Division	
8.	Approval of Major Development Review (PLN25-20005) is contingent upon approval of Tentative Tract Map 38032. Failure to approve Tentative Tract Map 38032 shall render any approval of Major Development Review (PLN25-20005) null and void.	Ongoing	Planning Division	
9.	All applicable Tentative Tract Map 38032 conditions of approval (PLN25-20005) shall be incorporated herein by reference.	Ongoing	Building, Planning, and Public Works Department	

10.	Major Development Review (PLN25-20005) is for the site planning and architecture for a for-sale 159 unit attached-townhome residential development within Tentative Tract Map 38032.	Ongoing	Planning Division	
Prior to Map Recordation				
11.	The applicant shall enter into a Subdivision Improvement Agreement with the city, and shall guarantee by posting security(ies) to include all public improvements that the developer is conditioned to construct as part of this approval	Prior to Map Recordation	Public Works Department	
12.	Dedicate City Engineer approved additional right-of-way along the entire frontage as may be required to provide a property line at ultimate right-of-way in accordance with the City General Plan, any applicable Specific Plan and/or as requested by the City Engineer.	Prior to Map Recordation	Public Works Department	
13.	A Parcel Map shall be prepared by a California registered Land Surveyor or qualified Civil Engineer and submitted to the Engineering Division for review and approval. A Title Report prepared for subdivision guarantee for the subject property, the traverse closures for the existing parcel and all lots created therefrom, and copies of record documents shall be submitted with the Parcel Map to the Engineering Division as part of the review of the Map. The Parcel Map shall be approved by the City Council prior to issuance of building permits.	Prior to Map Recordation	Public Works Department	
14.	Monument bond shall be posted with the City	Prior to Map Recordation	Public Works Department	
Notes on Grading and Construction Plans to be Implemented During Construction				
15.	The cover sheet of the building construction drawings shall include a blue line print of the City's conditions of approval and shall be attached to each set of plans submitted for City approval	On Going	Planning Division	

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16.	The Title Sheet of the plans shall include: Occupancy Group Occupant Load Description of use Type of Construction Height of Building Floor area of buildings(s) and/or occupancy group(s)	On Going	Building Division	
17.	Dimensioned building setbacks and property lines, street centerlines, and between buildings or other structures shall be designed on the plot plan.	On Going	Building, Planning, and Public Works Department	
18.	The plot plan must show all property lines and easements, and a statement stating that such lines and easements are shown is required.	On Going	Building, Planning, and Public Works Department	
19.	The project design will conform with energy conservation measures articulated in Title 24 of the California Code of Regulations and address measures to reduce energy consumption such as flow restrictions for toilets, low consumptions light fixtures, and insulation, and shall use to the extent feasible drought tolerant landscaping.	On Going	Building Divisions	
20.	Per the Business and Professions Code, a design professional will be required to prepare plans for proposed improvements at the time of construction drawings.	On Going	Building Divisions	
21.	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	To be Implemented by the Applicant During Construction	Building and Public Works Department	

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	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.			
22.	All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
23.	The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
24.	The contractor shall ensure that traffic speeds on unpaved roads and in project site areas are reduced to 15 mph or less.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
25.	In order to limit the volatile organic compound (VOC) content of architectural coatings used in the SCAB, architectural coatings shall be no more than a low VOC default level of 50 grams per liter (g/L) unless otherwise specified in the SCAQMD Table of Standards.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
26.	The project shall comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, as well as with the 2022 California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Construction of the project shall also be required to comply with current seismic design parameters and all other recommendations as contained in the Geotechnical Evaluation to ensure structural integrity in the event of an earthquake.	To be Implemented by the Applicant During Construction	Building Division	

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27.	The project shall comply with the California Building Code and the City of Eastvale's grading requirements in Eastvale Municipal Code Section 130.08.040, *Street Grades*, and subject to the approval of the City Engineer.	To be Implemented by the Applicant During Construction	Building Division	
28.	The project shall comply with all recommendations contained in the project-specific Geotechnical Evaluation.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
29.	The project will be subject to the general sound level standards and regulations of Eastvale Municipal Code Chapter 8.52, *Noise Regulations*	To be Implemented by the Applicant During Construction	Planning and Code Enforcement Divisions	
30.	As an infill development site, construction will be occurring within a noise-sensitive environment. In accordance with Municipal Code requirements, any construction or maintenance activity on real property which may disturb the peace and comfort of inhabitants of the neighborhood or comfortable enjoyment of life and property is prohibited 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, unless said work is of an emergency nature or a prior permit has been obtained from the Community Development Director.	To be Implemented by the Applicant During Construction	Planning and Code Enforcement Division	
31.	To ensure consistency with the goals and objectives of the Western Riverside County MSHCP, the proposed project will adhere to MSHCP Appendix C, Standard Best Management Practices.	To be Implemented by the Applicant During Construction	Planning Division	
Prior to Issuance of Grading Permit				
32.	Prior to the issuance of a grading permit, the developer shall pay all necessary fees as determined by the City Engineer including but not limited to MSCHP fees and grading permit fees	Prior to Issuance of Grading Permit	Public Works Department	

33.	Grading in excess of 199 cubic yards will required performance security to be posted with the City	Prior to Issuance of Grading Permit	Public Works Department	
34.	A permit for the hauling of material to and from the project site shall be submitted to the City for approval.	Prior to Issuance of Grading Permit	Public Works Department	
35.	Submit a California civil engineer prepared earthwork cut and fill certification letter to the Engineering Division for review. If the required earthwork in cubic yards is 50 CY or less, a Precise Grading/Paving Plan will not be required; however, the applicant is required to pull an NPDES/Public Works permit prior to issuance of a Building Permit for record purposes.	Prior to Issuance of Grading Permit	Public Works Department	
36.	Development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Eastvale, under the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the developer shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The developer is advised that applicable Site Design BMPs will be required to be incorporated into the final site design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Precise Grading/Paving Plan.	Prior to Issuance of Grading Permit	Public Works Department	
37.	Prior to commencing with any grading, the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified: a. 6-foot-high tan colored perimeter screened fencing	Prior to Issuance of Grading Permit	Public Works Department	

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	b. Contractor information signage including contact information along the street frontage. c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664"			
38.	A Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer. The General Construction Permit requires the developer's contractor to prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP"). The SWPPP requires all appropriate measures be implemented to prevent erosion and water pollution during construction	Prior to Issuance of Grading Permit	Public Works Department	
39.	A California registered Geotechnical Engineer prepared Geotechnical/Soils Report shall be required for and incorporated as an integral part of the grading/paving plan for the proposed development. A copy of the Geotechnical/Soils Report shall be submitted to the Engineering Division with the first submittal of the Precise Grading/Paving Plan.	Prior to Issuance of Grading Permit	Public Works Department	
40.	All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. All on-site City Engineer approved retention or other facilities are required to contain the increase stormwater runoff generated from the proposed development. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required	Prior to Issuance of Grading Permit	Public Works Department	

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	stormwater runoff mitigation measures for the proposed development. The City Engineer must approve the final retention basin sizing and other stormwater runoff mitigation measures determined upon review and approval of the hydrology and may require redesign or changes to site configuration or layout consistent with the findings of the final hydrology study. The existing "pre-developed" condition compared to the proposed "developed" condition shall be used to calculate the volume of increased stormwater runoff to retain on-site under the 100-year frequency storm.			
41.	Direct release of on-site nuisance water or stormwater runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the project site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains.	Prior to Issuance of Grading Permit	Public Works Department	
42.	**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 preconstruction survey or during construction activities at the project site, the project	Prior to Grading Permit Issuance and During Construction	Planning Division	

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	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.			
43.	**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	Prior to Issuance of Grading Permit or no more than three (3) days prior to initial clearing of vegetation, grading, or during construction	Planning Division	

	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.	activities which ever comes first.		
44.	**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	At least 30 days prior to application for a grading permit and before any grading, excavation, and/or ground disturbing activities on the project site.	Planning Division	

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	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.			

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45.	**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:	Prior to the commencement of any ground-disturbing activity or issuance of a grading permit and during construction.	Planning Division	

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	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.			
46.	**TCR-2: Unanticipated Discovery of Native American Cultural Resource Objects (NonFunerary/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.	Upon discovery of any resources of Native American origin.	Planning Division	
47.	**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	Upon discovery of any resources of Native American origin.	Planning Division	

	within 50 feet of the find and Public Resource Code 5097.98 as well as Health and Safety Code Section 7050.50 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.			
48.	**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 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.	Prior to the issuance of grading or building permits and during construction	Building Division	

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	Geotechnical recommendations include, but are not limited to, general earthwork and grading recommendations; shallow foundation recommendations; slabs-ongrade 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.			
49.	**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 pregrade 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	Prior to the issuance of a grading permit and during construction.	Planning Division	

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	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 microvertebrate 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.			

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50.	**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.	Prior to issuance of any grading permits.	Planning Division	
51.	**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	Prior to issuance of a grading permit, during construction, and upon completion of construction.	Public Works Department	

	stabilization of the site, a Notice of Termination shall be submitted via SMARTS.			
52.	**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.	Prior to issuance of a grading permit.	Public Works Department	
53.	**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	Prior to demolition of any structures on Assessor's Parcel Number (APN) 152-040-001.	Planning or Building Division	

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	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.			
54.	**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.	Prior to the demolition of any structures on Assessor's Parcel Number (APN) 152-040-001 that has been identified to contain lead based materials (LBM).	Planning or Building Division	
55.	**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**	Prior to demolition of any structures on Assessor's Parcel Number (APN) 152-040-001.	Planning or Building Division	

	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.			
56.	**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.	Prior to the demolition of any structure on Assessor's Parcel Number (APN) 152-040-001 that has been identified to contain asbestos containing material (ACM).	Planning Division or Building Division	
57.	**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	Prior to the initiation of grading operations or prior to issuance of grading permit.	Planning Division or Building Division	

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	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.			
58.	**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	Prior to the approval of any grading and/or building permits.	Planning or Building Division	

	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			

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	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.			
59.	**Mitigation Measure 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.	Prior to the initiation of construction.	Public Works Department	
60.	Prior to the issuance of a grading permit, the project applicant shall prepare and submit a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report to the City of Eastvale to document the project's consistency with the goals, objectives, and requirements of the MSHCP.	Prior to Issuance of Grading Permit	Planning Division	
61.	The developer shall pay the appropriate drainage impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to the Issuance of Grading Permit	Public Works Department	
62.	The developer shall obtain coverage under the appropriate NPDES General Construction Permit for storm water discharges associated with construction activities. Order No. 99-08-DWQ, NPDES No. CAS000002.	Prior to the Issuance of Grading Permit	Public Works Department	

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63.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day, and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	Prior to the Issuance of Grading Permit	Public Works Department	
64.	Street names shall be approved by the Community Development Director prior to issuance of grading permit. Suggested street names and alternatives shall be submitted in writing to the Community Development Director for approval. Phonic similarity with existing street names should be avoided.	Prior to Issuance of Grading Permit	Planning Division	
65.	The applicant shall be responsible for creating a proposed addressing list and exhibit for review and approval by the Community Development Director, prior to issuance of grading permit. Addresses shall be suggested for any building(s) and/or any electrical/water single/dual irrigation meter pedestal(s) or temporary power poles.	Prior to Issuance of Grading Permit	Planning Division	
66.	Curbs shall be designed to be painted red within 15 feet of all community mailboxes. "No Parking" shall also be painted on the red curbs. Reference municipal code Section 10.20.090. - Community mailboxes.	Prior to Issuance of Grading Permit	Planning Division and Code Enforcement	
Prior to Issuance of Encroachment Permit				
67.	The minimum pavement section for all on-site pavements shall be 3 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. The pavement section shall be determined using appropriate Traffic Index ("TI") accepted by the City Engineer. A California registered Geotechnical Engineer shall	Prior to Issuance of Encroachment Permit	Public Works Department	

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	design the pavement section using "R" values from the project site and submitted to the City Engineer for approval.			
68.	Traffic Control Plan prepared by a licensed civil/traffic engineer shall be submitted to the City Engineer for review and approval	Prior to Issuance of Encroachment Permit	Public Works Department	
69.	An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Eastvale Master Drainage Plan Line D. However, the site drains to an existing 36-inch RCP City storm drain in Orange Street prior to connecting to Eastvale Master Drainage Plan Line D (Drawing No. 2-296 Sheet 2). The current Tract Map 38032 proposes multiple connections to the 36-inch RCP. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.	Prior to Issuance of Encroachment Permit	Riverside County Flood Control and Public Works Department	
Prior to Issuance of Building Permit				
70.	**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	Prior to issuance of any building permits for nonresidential uses and occupancy releases for residential uses; Prior to approval of the Improvement Plan.	Planning Division	

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	regarding residential, commercial, and industrial uses, prior to building permit issuance.			
71.	**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.**	Prior to the final inspection of any building permit / Prior to Issuance of Building Permit.	Planning, Public Works, and Building Division.	
72.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), ADP, Road Bridges Benefit District (RBBD) Fees, MSHCP, Quimby (parkland in-lieu) Fee, and City Development Impact Fees as consistent with the Government Code.	Prior to issuance of Building Permits	Planning, Public Works, and Building Division	
73.	Building permits shall not be issued until final map has been recorded with the Riverside County Recorder's Office Prior to Issuance of Building Permit Building and Planning	Prior to issuance of Building Permits	Planning and Building Division	
74.	The project applicant is required to pay school impact fees. California Government Code Section 65996 indicates that payment of school impact fees is considered full mitigation for project impacts to a school district. Note: A Certificate of Compliance is provided to the City to show proof of compliance of owner/building for project.	Prior to issuance of Building Permits	Corona Norco Unified School District and Building Divisions	
75.	The project applicant will be required to comply with the recommendations of the Riverside County Waste Management Department and all federal, State, and local statutes and regulations	Prior to issuance of Building Permits	Waste Management	

	related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991.			
76.	The project applicant, developer, or successor in interest shall provide written verification that the Jurupa Community Services District can and will provide potable water service to the project.	Prior to issuance of Building Permits	Building Divisions	
77.	Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act and Chapter 11 of the California Building Code. The site plan shall include a site accessibility plan identifying exterior routes of travel and detailing running slope, cross slope, width, pedestrian ramp, curb ramps, handrails, signage, and truncated domes. Path of travel shall be provided from the public right of way and accessible parking to the building. The design professional shall ensure that the site accessibility plan complies with the latest Federal and State regulations.	Prior to issuance of Building Permits	Building Division	
78.	Submit California registered civil engineer prepared street improvement plans to the Engineering Division for review and approval for Sumner Avenue and Orange Street. Unless otherwise approved, the street improvement plans shall be approved concurrently with any streetlight, landscape and irrigation, and traffic signal plans. There will be an in-lieu fee for the improvements on Schleisman Road. The City may have plans ready by the time of construction fo Schleisman Road. At that time the Public Works Director may require that the improvements are constructed.	Prior to issuance of Building Permits	Public Works Department	
79.	Submit California registered civil engineer or traffic engineer prepared traffic striping and signage plans for review and approval. All required traffic thermoplastic striping and signage improvements shall be completed concurrently with street improvements to the satisfaction of the City Engineer.	Prior to issuance of Building Permits	Public Works Department	

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80.	The public street improvements outlined in these conditions of approval are intended to convey to the developer an accurate scope of required improvements; however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required herein.	Prior to issuance of Building Permits	Public Works Department	
81.	The Precise Grading/Paving Plan shall be City Engineer approved prior to issuance of a building permit.	Prior to issuance of Building Permits	Public Works Department	
82.	A WQMP and Storm Water BMP Transfer, Access and Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. **The WQMP and Storm Water BMP Transfer, Access and Maintenance Agreement shall be approved prior to issuance of a building permit and shall be Public Works Staff recorded at the Riverside County Recorder's Office prior to issuance of a Certificate of Occupancy.**	Prior to issuance of Building Permits	Public Works Department	
83.	Provide pad elevation certifications for all building pads in conformance with the approved Precise Grading Plan to the Engineering Division prior to construction of any building foundation.	Prior to issuance of Building Permits	Public Works Department	
84.	The developer shall connect to the JCSD sewer system and apply for a sewer connection account with JCSD	Prior to issuance of Building Permits	Public Works Department	
85.	Submit California registered civil engineer prepared sewer improvement plans to the JCSD/Engineering Division. The plans shall be JCSD approved prior to issuance of any building permits.	Prior to issuance of Building Permits	Public Works Department	
86.	The developer is advised that domestic water service is provided by JCSD. The developer shall be responsible for coordinating with	Prior to issuance of Building Permits	Public Works Department	

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	JCSD and complying with all requirements for establishing domestic water service to the property.			
87.	The developer is required to pay Traffic Impact Analysis (TIA) Project Fair Share Contribution fees.	Prior to issuance of Building Permits	Public Works Department	
88.	This project will be subject to compliance with district rules, regulations, conditions, and requirements and payment of appropriate fees, including park fees for multi-family residential projects and water and sewer capacity charges for the future accessory dwelling units.	Prior to issuance of Building Permits	Jurupa Community Services District	
89.	This project will be required to use the proposed 8-inch recycled waterline along Orange Street for irrigation service lines. All common areas and frontages must be irrigated using recycled water sourced from the 8-in recycled waterline the District will construct. In the event that the District's facilities are not available when irrigation is needed, the developer will construct a connection to the potable water system with a District-approved backflow device that the District will remove when the District's recycled water system is connected to the proposed 8-inch recycled waterline. The project also requires the implementation of JCSD's new AMI meter technology and program.	Prior to issuance of Building Permits	Jurupa Community Services District	
90.	Elevations along the street frontages (I.e. Schleisman, Orange, and Sumner) shall be enhanced to the satisfaction of the Community Development Director.	Prior to Issuance of Building Permit	Planning Division	
91.	To ensure privacy of the neighboring homes, proposed units along the easterly property line shall have opaque frosted glass installed for any windows directly facing in the direction of the neighboring subdivision on the third floor.			

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	CC&R's shall require those windows are continually frosted to ensure privacy is provided to properties along the eastern property line.			
92.	A Final Site Plan of Development shall be approved prior to the issuance of any building permits. The Final Site Plan of Development shall include but is not limited to the following: a. Master home plans and elevations. b. Dimensioned site plan showing, but not limited to, the following: o Setbacks o Attractive, walkways and/or design features at paseos o Location of mailboxes o Pet waste disposal stations c. Final grading plan d. Landscape and irrigation plans for private, common, and public areas e. Wall and fence plans f. Photometric Lighting Plan to ensure proper outdoor light, pursuant to City of Eastvale Municipal Code Section 120.05.050, Outdoor Lighting.	Prior to Issuance of Building Permit	Planning Division	
93.	A minimum of one (1) Electric Vehicle charging station shall be installed for guest parking. This shall be reflected on the construction plans. EV ready wiring shall be provided in each residential garage. Charging station must be installed prior to final certificate of occupancy.	Prior to Issuance of Building Permits	Planning Division	

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94.	Submit photometric of street lighting. All lights shall be Edison LS-3 tariff and utilize General Electric Evolve LED luminaires per City Specifications. The developer shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters early in the process to avoid delays. The developer must pay for the electrical service of new meter pedestals installed until such time the improvements have been accepted and the underlying property is annexed into LMD/CFD.	Prior to Issuance of Building Permits	Public Works Department	
95.	Construction and architectural detailing shall be in substantial conformance with the approved plans, including but not necessarily limited to elevation drawings and material/colors sample board, submitted as part of this application and as approved by the Planning Commission.	Prior to Issuance of Building Permits	Planning Division	
96.	Any future modification to the building colors or architectural style approved by the Planning Commission shall be subject to review and approval by the Community Development Director. At the Community Development Director's discretion, proposed color or architectural style modifications may be referred to the Planning Commission for Major Development Review approval.	Prior to Issuance of Building Permits	Planning Division	
97.	Final plotting of homes on lots within Major Development Review (PLN25-20005) shall be subject to review and approval by the Planning Division.	Prior to Issuance of Building Permits	Planning Division	
98.	An even mix of exterior façade treatments, colors, and roof tile colors shall be used on the homes approved per this Major Development Review to the satisfaction of the Community Development Director. Applicant shall provide a tabulation of proposed architectural styles and colors schemes to be implemented on lots for review and approval by the Planning Division prior to issuance of building permits.	Prior to Issuance of Building Permits	Planning Division	

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99.	Mailboxes shall be designed, installed and located by the developer to the satisfaction of the Community Development Director and United States Postal Service (USPS).	Prior to Issuance of Building Permits	Planning Division	
100	Outdoor furniture and amenities provided in the common area of the community shall be safe, comfortable, of sturdy construction, hygienic and designed for outdoor use.	Prior to Issuance of Building Permits	Planning Division	
101	Any future entry monumentation into the development of Tentative Tract Map 38032 shall be subject to review and approval by the Community Development Director and the City Traffic Engineer prior to issuance of a building permit.	Prior to Issuance of Building Permits	Planning Division	
102	The Master Conceptual Wall and Fence Plan approved by the Planning Commission as part of Major Development Review (PLN25-20005) shall serve as the master plan of development for community walls and fences within Major Development Review (PLN25-20005). The final design and location of project walls shall be subject to review and approval by the Community Development Director prior to issuance of building permits.	Prior to Issuance of Building Permits	Planning Division	
103	All mechanical equipment, including but not limited to HVAC units, shall be screened from public view and sound buffered from adjacent properties to the satisfaction of the Community Development Director and Building Official	Prior to Issuance of Building Permits	Planning and Building Divisions	
104	Two sets of construction landscape plans as well as a digital copy shall be submitted to the Planning Division for review and approval. The plan shall be certified by a licensed landscape architect as required, taking into account approved preliminary landscape plan (if any), adopted plant alette guides, applicable scenic and specific plan requirements, and water conservation measures. **This submittal shall be made to the Planning Division with the appropriate Application and fee. The Planning Division will route to:**	Prior to Issuance of Building Permits (Landscape)	Planning Division	

	• **Landscape Architect** • **Riverside County Fire Department** Landscape construction plans shall be drawn at a scale of 20 feet equal to 1 Inch or larger. The city will not accept plans drawn at 30 feet scale or smaller. Plans set shall include a title sheet with all project information, construction plans and details, irrigation plans and details, planting plans and details and a photo exhibit sheet of selected planting palettes for communication of the palette and plants form, size, and character, in addition to site features and material to express design intent.			
105	The above-described plans shall be in substantial conformance with the conceptual landscape plans as approved by the City Landscape Architect, City Administrative staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
106	Plant materials shall be installed from container sizes consistent with direction from the Planning Division with 5-gallon shrubs being the minimum with the only exception being some ground cover species may be allowed to be installed at 1 gallon size.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
107	Concrete mow curbs shall be required at edges defining maintenance responsibility such as property boundaries in frontage areas and for separating turf or groundcover from shrub areas.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
108	Applicant shall include sight lines at all vehicular exits for verification of clear sight lines regarding proposed planting. Final locations shall be approved prior to any planting with coordination from the Engineering department. Trees planted without review and	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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	or approval shall be the applicant's responsibility to adjust, move, and or remove as required.			
109	Applicant shall include a mix of larger tree sizes with the minimum size being 24" box for 50% of total trees provided, 36" box for 30% of total, and 48" box for 20% of total. Applicant shall include an overall chart breaking down quantities of trees versus sizes for verification.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
110	Enhanced landscaping shall be used to define outdoor spaces, such as street edges, entrances, and community shared areas, in addition to screen utility features such as storage areas, trash enclosures, loading areas, parking lots, and utility equipment. This shall include the use of larger plant and tree container size/boxes in addition to accent material and higher levels/concentration of planting and the addition of screen walls and/or screening material.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
111	Planting shall offer horizontal and vertical variation in form, texture, and scale and shall include multiple species to prevent against loss of a monoculture of a single species from species specific pest or other cause.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
112	A minimum of three different levels of planting shall be provided and shall include groundcover, accents, and foundation or massing groupings, which shall vary species and flowering or interest seasons to offer year-round performance and avoid seasons or large swaths of planting in dormancy or in need of severe pruning.	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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113	Landscaping and planting areas shall be used to screen and buffer edge areas and parking areas from public view. All parking areas shall be screened by earth mounding (30”) and or screening shrubs to screen the parked cars from public view of users of the facility and or public right aways.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
114	Canopy shade trees fully surrounded by hardscape shall be, based on the direction of the City Landscape Architect required to have special planting techniques including, specialized soil mixes, geotechnical support structures, or other instruments for maintaining uncompacted and healthy soil root zones for the trees needs based on species or size required and site-specific characteristics.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
115	All ground mounted AC Condensers/Heat exchangers shall be fully screened from users view. This shall include planting, fencing, and or other architectural features based on surround space availability and overall design theme on a project by project basis.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
116	No light fixture, electric transformer, fire detector check, fire hydrant, or other utilities shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the grading and site plans. Utilities shall be screened appropriately with landscaping. Any trees that are determined to be in conflict through the design development process shall be relocated to keep the same quantities shown on the approved entitlement plan, this shall	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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	include adjusting, adding, and revising or creating additional planting areas to support the total required number			
117	All new irrigation installations shall be installed for "future reclaimed" non potable use if not available at the time of construction. This shall include separate meters and any water purveyor requirements even if at installation systems are still on potable connections.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
118	All plants shall be hydrozoned from low to medium water use according to WUCOLS IV as a general guide.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
119	Suggested irrigation and planting maintenance schedules shall be included for compliance with MWELO requirements.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
120	A soil management plan shall be included for compliance with MWELO requirements.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
121	Plan submission shall be digital in PDF form saved at the lowest size possible- no submissions over 40,000 kb's will be accepted.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
122	Any plans that include areas to be classified as a Landscape Maintenance District, Communities Facility District, and or similar instrument to be maintained by the City shall be required to meet the most current Riverside County Transportation and Land Management Agency- Standards and Specifications (https://trans.rctlma.org/landscaping) per Public Works direction.	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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123	The above-described plans shall be in substantial conformance with the adopted city ordinances and or requirements as approved by the City Landscape Architect, City Planning Staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
124	City required inspection schedule and signature block shall be included in the plans and be located on the tittle sheet.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
125	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic based materials as a best management practice for storm water source control. Mycorrhizae and humate shall be incorporated into each plant pit in accordance with the manufacturer's specifications and the recommendations of the soil management plan.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
126	The City Landscape Architect/ Landscape Inspector shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. Copies of required landscape submittals shall be presented for approval including soil test results per the soil management plan. The overall inspection schedule shall be reviewed, and all procedures shall be reviewed pertaining to the project. No landscaping shall occur prior to the meeting.	Prior to Issuance of Building Permit and/or Prior to Beginning of Landscaping (Landscape)	Planning Division	

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127	The Applicant shall submit a set of development plans, including a lighting plan, to the Eastvale Police Department for review and approval for appropriate safety measures including, but not limited to, the following: PROPERTY GATES AND KNOX BOX ENTRY a. The installation of the Knox Rapid Entry System if property gates are installed. This system permits law enforcement, fire, and first responders to obtain independent access to the property in the event of an emergency. The necessary order forms for the Knox Company may be obtained by contacting the Jurupa Valley Sheriff's Station Crime Prevention Programs Coordinator at (951) 955-9225. ADDRESS NUMBERING: b. Prominently displayed address numbering in size and contrasting in color from the building façade or on a fixed sign near the street/main entrances. The numbers need to be visible from the street and interior property sides for any approaching emergency vehicles. No obstructions should limit their visibility (i.e., landscaping). SECURITY AND LIGHTING PLAN c. Adequate crime prevention measures to assist with identifying any suspect(s) of any potential future vandalism or theft attempts. Due to the high possibility of theft/vandalism attempts during construction, additional security measures should be added during that time frame of proposed construction. All exterior access points should be properly illuminated to make clearly visible any person on or about the premises during the hours of darkness.	Prior to Issuance of Building Permit	Building and Police Departments	

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	Residential units shall be equipped with solid core doors and quality dead bolt locking devices at entry points.			
128	Plans should reflect that all streetlights and other outdoor lighting are hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to Issuance of Building Permit	Planning Division	
129	Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. A reduction of up to 50% in the required fire flow is permitted for buildings equipped with automatic fire sprinklers in accordance with the City Municipal Code. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. On-site water supply must be available and operational before any combustible materials are placed on the construction site. Specific design features may increase or decrease the required fire flow. **Will Serve Letters from the responsible water purveyor are required prior to map recordation.**	Prior to Issuance of Building Permit	Riverside County Fire Department	
130	Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 600 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the fire department. In areas where new water mains are extended along streets and hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	1,000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building they are serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" (Standard Hydrant . Reference CFC as amended and NFPA 24.			
131	Prior to building plan approval and construction, applicant/developer shall route a copy of the Water Improvement Plans (offsite) to the Fire Department for review of hydrant placement only. Water Improvement Plans (offsite) will not be reviewed or approved for the installation of onsite Private Fire Service Mains, private hydrants, or fire sprinkler system supplies. The installing contractor shall submit a separate set of working plans designed in accordance with NFPA 13 and NFPA 24 to the Fire Department for a permit to install private water mains. BUILDING PERMITS SHALL NOT BE RELEASE PRIOR TO THE APPROVAL OF THE OFFSITE (JCSD WATER PLANS) IN ADDITION, AN APPROVED FIRE WATER SOURCE AND APPROVED FIRE APPARATUS ACCESS INSPECTION SHALL BE REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.	Prior to Issuance of Building Permit	Riverside County Fire Department	
132	Fire apparatus access roads shall be at least 24 feet wide and comply with Riverside County Fire Department Guideline OFM-01A. Fire apparatus access roads shall be provided within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	Department. Access roads shall not have a grade more than 16% and shall have an unobstructed vertical clearance not less than 13 feet and 6 inches. Access lanes will be designed to withstand the weight of 80,000 thousand pounds. Apparatus weight is distributed as 55,000 pounds on tandem rear axles and 25,000 pounds on the front axle. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Fire apparatus access roads shall have a turning radius capable of accommodating fire apparatus. Road base without an appropriate topping or binding material does not satisfy the all-weather requirement. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage, shall comply with all Riverside County Fire Department Standards.			
133	Laddering and Setback Deficiencies for Fire Lanes Laddering access and setback deficiencies for fire apparatus access roads/fire lanes on Buildings 2 through 15, as identified per Riverside County Fire Department Guideline OFM-01A, shall be mitigated by the installation of a 2-hour fire-rated constructed laddering chase equipped with an approved Class I standpipe system. The laddering chase shall provide direct and unobstructed access for fire department operations to the roof. Standpipe outlets shall be located in accordance with California Fire Code (CFC) requirements	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	and NFPA 14, with fire department connections positioned for immediate access from the approved fire apparatus access road. Plans shall clearly depict the location, construction details (including fire-resistance-rated assemblies), standpipe riser routing, outlet placements, and signage for the chase and standpipe system. The 2-hour rated laddering chase and standpipe installation shall be designed, permitted, and inspected in accordance with applicable CFC, CBC, and Riverside County Fire Department standards prior to building occupancy. Any alternative mitigation measures must be submitted for prior approval by the Office of the Fire Marshal.			
134	Parking is not permitted on fire apparatus access roads that are less than 32 feet in width. Parking on one side is permitted on a road that is at least 32 feet but less than 40 feet in width. Parking on two sides is permitted on a road that is 40 feet or more in width.	Prior to Issuance of Building Permit	Riverside County Fire Department	
135	Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guideline OFM-01A.	Prior to Issuance of Building Permit	Riverside County Fire Department	
136	Inside and Outside Turning Radii - The minimum inside turning radius for an access road shall be 24 feet. The minimum outside turning radius shall be 48 feet. As fire apparatus are unable to negotiate tight “S” curves, a 60-foot straight leg must be provided between these types of compound-turns or the radii and/or road width must be increased accordingly.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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137	Traffic Calming Devices are prohibited. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Reference CFC 503.4.1	Prior to Issuance of Building Permit	Riverside County Fire Department	
138	Fire and Life Safety Requirements - Final fire and life safety conditions will be addressed when the Fire Department reviews any subsequent submittals. These conditions will be based on California Fire Code (CFC), California Building Code (CBC), and related codes/standards adopted and amended at the time of construction plan submittal.	Prior to Issuance of Building Permit	Riverside County Fire Department	
139	Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs.	Prior to Issuance of Building Permit	Riverside County Fire Department	
140	Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as practical from the primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.			
141	**Landscape plans shall be submitted to the Riverside County Fire Department for review and approval prior to final building permit issuance or commencement of landscape installation**. The plans shall demonstrate that all trees, shrubs, palms, and other vegetation at mature size will not obstruct fire department laddering access, aerial apparatus operations, roof access, or fire apparatus reach to any portion of the buildings.	Prior to Issuance of Building Permit	Riverside County Fire Department	
142	Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1	Prior to Issuance of Building Permit	Riverside County Fire Department	
143	Phase construction fire access shall comply with Riverside County Office of the Fire Marshal Guideline OFM-01A. Construction Phasing Plan shall be submitted and reviewed prior to building permit release for each phase of construction.	Prior to Issuance of Building Permit	Riverside County Fire Department	
144	Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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145	New motorized gates shall be provided with means to be automatically opened remotely by emergency vehicles in accordance with Riverside County standards and policies. The system shall be compatible, but not limited to, the detection of the following manufacturers of emergency vehicle preemption: Federal Signal, Whelen, and Tomar. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Upon installation of the system, compliance testing shall be completed by the Riverside County Fire Department. (RVC Amendment to CFC 503.6.1)	Prior to Issuance of Building Permit	Riverside County Fire Department	
146	The location of address numbers shall be indicated on the building plans. Street numbers shall be displayed in a prominent location on the street or fire apparatus access side of buildings. Numbers and letters shall be a minimum of 12” in height with a minimum stroke of .05 inch. Where access is by means of a private road and the building cannot be viewed from a public way, a monument, pole, or other sign shall be used to identify the structure in accordance with Riverside County Fire Department Guideline OFM-01A. Address must be legible, of a contrasting color, and illuminated either internally or externally to be visible from the street at all hours.	Prior to Issuance of Building Permit	Riverside County Fire Department	
147	No hazardous materials shall be stored and/or used within the building which exceeds quantities listed in the California Fire Code, without first obtaining a permit.	Prior to Issuance of Building Permit	Riverside County Fire Department	
148	Exit signs, door hardware, and exit path marking shall be as required by the California Building Code.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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149	Fire sprinkler riser door shall be posted "FIRE RISER" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
150	Electrical room door shall be posted "ELECTRICAL ROOM" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
151	Fire alarm control panel door shall be posted "FACP" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
152	Provide specific fire department conditions on plans for building permit submittal.	Prior to Issuance of Building Permit	Riverside County Fire Department	
Prior to Issuance of Certificate of Occupancy				
153	**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.	Prior to the final inspection of any building permit.	Planning Division.	
154	RBBD, TUMF, ADP fee and any development impact fees that are in effect at that time shall be paid prior to issuance of certificate of occupancy	Prior to Issuance of Certificate of Occupancy	Public Works Department	
155	A copy of the covenants, conditions, and restrictions (CC&R's) shall be prepared and submitted to the Community Development Director and City Engineer for review and approval, prior to CC&R execution and sale of properties.	Prior to Issuance of Certificate of Occupancy	Planning Division	

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	Provisions requiring the following parking management practices shall be incorporated into the final, recorded CC&Rs or applicable site rental disclosures. These parking management practices shall be applicable throughout the life of the project: • Upon the sale or resale of a unit: A separate acknowledgment shall be presented to and executed by the new resident to affirm that their unit has limited a number of parking spaces. • Requiring onsite parking permits (such as stickers or hangtags) for any parking in the surface guest parking spaces; • Policies for maximum times vehicles may be parked in the surface guest spaces; • Policies and procedures for monitoring vehicles entering the property through the use of Flock Safety cameras or similar technology. • Policies for towing unauthorized vehicles; vehicles parked in unauthorized locations, such as fire lanes; vehicles parked in surface guest parking without a sticker, hangtag, or other identifiers; and vehicles parked longer than any maximum guest parking timeframes allowed; • Policies prohibiting the parking, storage, or driving of commercial vehicle, RV, boat, trailer, ATV, golf cart, or similar vehicle on-site, • Policies requiring all garages be used for the sole purpose of housing parked vehicles (i.e., not for storage purposes); and • Policies authorizing routine garage inspections to ensure garages are available for vehicle parking.			
156	Applicant shall include notification within the CC& R's as well as within the project sales office informing potential homeowners that landscaping within City or H.O.A.-maintained areas are not to be modified in any way by the homeowner, without express	Prior to Issuance of Certificate of Occupancy	Planning Division	

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	authorization by the entity (either the City or H.O.A) responsible for maintaining said landscape.			
157	All required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition acceptable to the Community Development Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The applicant shall contact the Planning Division to schedule the final inspection(s). Plans shall be consistent with the Eastvale Municipal Code Chapter 14.24, Water Conservation for Landscaping, and Chapter 120.05.040, Landscape Requirements.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
158	A water conservation statement shall be included in the landscape documentation package as well as Irrigation schedules for both establishment and maintenance, and the requirement for a third-party water audit of the installed irrigation system prior to final sign off.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
159	All irrigation in shrub areas shall be designed and installed using drip irrigation. A weather-based smart irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed free of overhead obstruction and connected with the irrigation controller in addition to a master valve, flow sensor and separate Landscape water meter are required in addition to the above for all projects with landscape areas above 2500 square feet.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
160	All trees shall be double staked with vinyl type ties nailed to the lodge pole stakes in at least two vertical locations. Trees in high wind corridors or trees requiring special support measures shall require additional staking and or specialized staking material as needed.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	

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	Trees shall be freed from nursery stake as soon as possible and allow to develop a strong trunk taper and overall root system.			
161	Root barriers shall be installed for all trees planted within 5 feet of hardscape, paving, or walls/ structures. All trees requiring root barriers shall extend 10' from the center of the trunk in either direction and be a minimum of 24" deep. This shall be reflected on the landscape construction plan.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
162	Any planting lost due to utility clearance requirements shall be added or plant material upsized at other project locations to maintain the approved plant quantities and overall site quality.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
163	Trees shall be selected for a structure that is properly weighted, with no co-dominate stems or other Nursery produced issue that will cause maintenance and safety issues at a later time. This may require structure pruning at the time of planting to correct any deficiency and promote an urban canopy where trees are given the best chance at flourishing.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
164	Prior to the request for final inspection the Applicant shall have completed the installation of all landscape items and passed all construction sequence inspections. The applicant shall supply a substantial completion letter by the Landscape Architect of record in addition to having a completed 3rd party water audit with report, as built documents, and controller charts. Failure to do so will result in delays for final inspection and or sign off.	Prior to Issuance of Certificate of Occupancy or Request for Final Inspection (Landscape)	Planning Division	
165	All parkway landscaping shall be guaranteed for a period of one (1) year from the date of the City Engineer acceptance. Any landscaping that fails during the one (1) year landscape maintenance period shall be replaced with similar plant material to the satisfaction of the City	Prior to issuance of Certificate of Occupancy	Public Works Department	

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	Engineer, and shall be subject to a subsequent one (1) year landscape maintenance period.			
166	The development shall be annexed into all applicable CFD and/or LMD for traffic signals, street lights, full capture systems for all storm drains and landscape maintenance of raised landscape median and public parkways, to the satisfaction of the City Engineer or otherwise form a district where one is not currently in place.	Prior to issuance of Certificate of Occupancy	Public Works Department	
167	All existing overhead utility lines shall be undergrounded within the project frontage(s). Utility undergrounding shall extend to the nearest off-site power pole. Unless City Engineer approved, no new power poles shall be installed. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval of the Precise Grading/Paving Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded.	Prior to issuance of Certificate of Occupancy	Public Works Department	
168	Upon City Engineer approval of any improvement plan, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior City Engineer approval.	Prior to issuance of Certificate of Occupancy	Public Works Department	
169	Prior to issuance of a certificate of occupancy or final City approvals, demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.	Prior to issuance of Certificate of Occupancy	Public Works Department	

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170	Provide certification from JCSD to demonstrate that all water and/or wastewater service accounts have been documented.	Prior to issuance of Certificate of Occupancy	Public Works Department	
171	All damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and street lights, associated with the proposed development shall be replaced.	Prior to issuance of Certificate of Occupancy	Public Works Department	
172	Remove existing, and construct new pavement with a minimum pavement section per the City Standards along the entire half-width street frontage in accordance with City of Eastvale Standard Drawings. The pavement section shall be determined using appropriate Traffic Index ("TI") accepted by the City Engineer. A California registered Geotechnical Engineer shall design the pavement section using "R" values from the project site and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition and as approved by the City Engineer, a street overlay, slurry seal, or other repair can be performed to preserve recent pavement improvements.	Prior to issuance of Certificate of Occupancy	Public Works Department	
173	Construct an Americans with Disabilities Act (ADA) compliant sidewalk behind curb along the entire frontage in accordance with the General Plan, any Specific Plan, the City of Eastvale Standard Drawings, subject to the approval of the City Engineer.	Prior to issuance of Certificate of Occupancy	Public Works Department	
174	On Sumner Avenue and Orange Street, construct a City Engineer approved commercial driveway approach in accordance with City of Eastvale Standard Drawings. The driveway approach shall be constructed so the top of "X" is 5 feet from the property line. Nothing shall be constructed or planted in the corner cut-off area which does or will exceed 30 inches in height required to maintain an appropriate corner sight distance.	Prior to issuance of Certificate of Occupancy	Public Works Department	

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175	Construct a curb ramp meeting current California State Accessibility standards along both sides of the commercial driveway approach. The developer shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.	Prior to issuance of Certificate of Occupancy	Public Works Department	
176	Developer shall underground all overhead utilities (except transmission lines, 66kv) along Orange Street and Sumner Avenue. All poles shall be removed. If poles must remain to support transmission lines, ADA access must be maintained around those poles.	Prior to issuance of Certificate of Occupancy	Public Works Department	
177	Grind and overlay entire ROW width of Sumner Avenue and Orange Street within the project frontages	Prior to issuance of Certificate of Occupancy	Public Works Department	
178	An in-lieu fee shall be paid for the improvements on Schleisman Road. A cost estimate shall be provided and approved by the City Engineer for the in-lieu fee amount.	Prior to issuance of Certificate of Occupancy	Public Works Department	
179	Install PTZ cameras at each intersection to monitor traffic	Prior to issuance of Certificate of Occupancy	Public Works Department	
180	The developer shall be responsible for coordinating with Riverside Transit Authority(RTA) regarding the location of existing, proposed, and future bus stops along the property frontage of all public streets. The developer shall design street and sidewalk improvements in accordance with the latest RTA bus stop guidelines and in compliance with current accessibility standards pursuant to the Americans with Disabilities Act (ADA) requirements. The developer shall design all bus stops to accommodate the RTA	Prior to issuance of Certificate of Occupancy	Public Works Department	

	Shelters. The developer shall submit to Public Works verification from RTA acknowledging concurrence with the existing, proposed, and future bus stop improvements in conformance with the Premium Shelter design guidelines.			
181	Install License Plate Reader Cameras to tie-into the existing Citywide system at each traffic signal servicing the property	Prior to issuance of Certificate of Occupancy	Public Works Department	
182	Install conduit for fiber optic along the project frontage to the satisfaction of the City Engineer.	Prior to issuance of Certificate of Occupancy	Public Works Department	
183	Relocate traffic signal and replace all necessary components to accommodate new street right of way	Prior to issuance of Certificate of Occupancy	Public Works Department	
184	A site directory and map which outlines each unit and unit number should be installed at each ingress / egress location.	Prior to Issuance of Certificate of Occupancy	Riverside County Sheriff Department	
Ongoing/ General Conditions				
185	**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.	Ongoing – During project Construction	Building Division	
186	**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	Ongoing – During project Construction	Building Division	

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	Municipal Code). This measure shall be implemented to the satisfaction of the City Director of Building Safety or designee.			
187	The applicant shall comply with all provisions and procedures of the Eastvale Building Department related to the plan check review process. (Please contact the Building Department at 951-703-4450.)	Ongoing	Building Division	
188	All construction shall comply with the most recently adopted City and State building codes: 2022 California Building Code 2022 California Residential Code 2022 California Electrical Code 2022 California Mechanical Code 2022 California Plumbing Code 2022 California Fire Code 2022 California Green Code	Ongoing	Building Division	
189	Special Inspections- As indicated by California Building Code Section 1704, the owner shall employ one or more special inspectors who shall provide special inspections when required by CBC Section 1704. Please contact the Building Division at the time of plan submittal to obtain an application for special inspections.	Ongoing	Building Division	
190	Provide street sweeping services for onsite and offsite within project frontages weekly.	Ongoing	Public Works Department	

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191	Remove all graffiti within 24 hours pre-construction, during construction, and after a Certificate of Occupancy is issued.	Ongoing	Public Works Department	
192	A City of Eastvale Encroachment Permit is required for any improvements within the public right-of-way.	Ongoing	Public Works Department	
193	All street cuts for utilities shall be repaired in accordance with City Standard or as recommended; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accord by the City Engineer and with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.	Ongoing	Public Works Department	
194	In accordance with City's Moratorium policy to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be prohibited or be subject to moratorium street repair standards as reference in Section 12.08.260 of the Eastvale Municipal Code.	Ongoing	Public Works Department	
195	Any and all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development shall be backfilled and repaired in accordance with City of Eastvale Standard Drawings. The developer shall be responsible for removing, grinding, paving and/or overlaying existing asphalt concrete pavement of off-site streets including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Jurupa Community Services District, Southern	Ongoing	Public Works Department	

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	California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.			
196	Construction signing, lighting and barricading shall be provided during all phases of construction in accordance with City Standards and the direction of the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the latest California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.	Ongoing	Public Works Department	
197	Any plans that include areas to be classified as a Landscape Maintenance District, Communities Facility District, and or similar instrument to be maintained by the City shall be required to meet the most current Riverside County Transportation and Land Management Agency- Standards and Specifications (https://trans.rctlma.org/landscaping) per Public Works direction.	Ongoing	Planning Division	
198	The developer shall prepare and submit to the City for review and approval all required development plans including but not limited to Grading (Rough and/or Precise), Street Improvement, Street Light, Storm Drain, Traffic Signal, and Striping and Signing. All applicable processing and review fees and/or deposits shall be submitted with the first plan submittal.	Ongoing	Public Works Department	

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199	No grading shall be performed without prior issuance of a grading permit by the City.	Ongoing	Public Works Department	
200	All grading shall conform to the California Building Code and to all other relevant laws, rules, and regulations governing grading in the City of Eastvale. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Public Works/Engineering Department.	Ongoing	Public Works Department	
201	All necessary measures to control dust shall be implemented by the applicant during grading to the satisfaction of the City Engineer.	Ongoing	Public Works Department	
202	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	Ongoing	Public Works Department	
203	If soil is encountered during site development that is suspected of being contaminated by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to the County of Riverside Department of Environmental Health, and the appropriate response/remedial measures will be implemented, as directed by County of Riverside Department of Environmental Health, or other applicable oversight agency, until all specified requirements of the oversight agencies are satisfied and a "no-further-action" status is attained. Fill material imported from other areas shall be tested to assess that it is suitable to be used as fill, including testing for unsafe levels of hazardous materials, prior to placement on-site.	Ongoing	Public Works Department	

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204	Common areas of Tentative Tract Map 38032 shall be maintained in sound and aesthetically acceptable conditions, to the satisfaction of the Community Development Director. Landscaping shall remain in a healthy and thriving condition at all times and all amenities provided shall be free of graffiti, safe to use, and in good working order at all times. Further, the area shall be kept tidy and free of all debris.	Ongoing	Code Enforcement Division	
205	On-Site landscaping shall be continually maintained for the life of the project. Landscaping shall be appropriately pruned and/or replaced as necessary throughout the life of the project.	Ongoing	Code Enforcement Division	
206	Residential: Trash receptacles shall be provided throughout the site in communal areas (pool, cabana, clubhouse, etc.). Receptacles shall be continually be maintained.	Ongoing	Planning and Code Enforcement Division	

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CONDITIONS OF APPROVAL			
Planning Application Number and Description: Project No. PLN25-20005 – Tentative Tract Map No. 38032 for condominium purposes on a 7.54 net acre site.			
Assessor's Parcel Number: 152-040-001			
Planning Commission Date: February 18, 2026			
Conditions of Approval	**Timing/ Implementation**	**Enforcement/ Monitoring**	**Verification (Date and Signature)**
General Conditions/Requirements			
1. The applicant shall review and sign below verifying the "Acceptance of the Conditions of Approval" and return the signed page to the Eastvale Planning Department. Project approval is not final until a signed copy of these conditions is filed with the City. Applicant Signature Date	Must be completed to finalize approval	Planning Division	
2. The applicant shall indemnify, protect, defend, and hold harmless the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, from any and all claims, demands, law suits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative, or adjudicatory in nature), and alternative dispute resolutions procedures (including but not limited to arbitrations, mediations, and other such procedures) (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul any action of, or any permit or approval issued by, the City and/or any of its officials, officers, employees, agents, departments, agencies, and instrumentalities	Ongoing	Planning Division	

	thereof (including actions approved by the voters of the City), for or concerning the project, whether such Actions are brought under the California Environmental Quality Act, the Planning and Zoning Law, the Subdivisions Map Act, Code of Civil Procedure Section 1085 or 1094.5, or any other state, federal, or local statute, law, ordinance, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.			
3.	Any approval shall not be final until and unless the applicant's deposit account with Planning has a balance of at least **$5,000** at the time that the applicant signs these conditions of approval (per **Condition No. 1**) to cover staff time for follow-up, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work and to halt work if the deposit account is exhausted. Make check payable to the **City of Eastvale** and include **Project No. PLN25-20005** on the check. Applicant shall provide payment to cover staff time toward any environmental review or the California Environmental Quality Act (CEQA) review for PLN25-20005.	Ongoing	Planning Division	
4.	In compliance with Section 15075 of the California Environmental Quality Act (CEQA) Guidelines, a Notice of Determination (NOD) shall be filed with the Riverside County Clerk within five (5) days of project approval. The NOD shall include the required California	Five (5) days from project approval	Planning Division	

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	Department of Fish and Wildlife (CDFW) (Code Section 711.4.d.3) fee and the Riverside County Clerk administrative fee.			
5.	Any approval shall not be final until and unless the applicant's deposit account with Public Works has a balance of at least **$10,000** to cover staff time to follow-up, monitoring, and other post-approval work by staff. The City reserves the right to request additional deposits to cover post-approval staff work and to half work if the deposit account is exhausted.	Ongoing	Public Works Department	
6.	Applicant understands and agrees that failure to comply with all conditions of approval may result in the City Council/Planning Commission taking action resulting in modification of conditions of approval and/or suspension or revocation of the Major Development Review permit.	Ongoing	Planning Division	
7.	**Expiration of Tentative Tract Map**. An approved or conditionally approved tentative tract map **shall expire 36 months after such approval unless within that period of time a final map shall have been approved and filed with the county recorder**. Prior to the expiration date, the land divider may apply in writing for an extension of time. Each application shall be made to the community development director 30 days prior to the expiration date of the tentative map and shall be accompanied by the fee. The community development director shall forward to the advisory agency a recommendation for approval or denial of the application. The advisory agency may extend the date on which the map expires for one year and, on further application before expiration thereof, may further extend it for a second year and on further application before expiration thereof, may further extend it for a third year, and on further application before expiration thereof, may further extend it for a fourth year, and on further application before expiration thereof, may further extend it for a fifth year. The decision of the advisory agency shall be forwarded to the city clerk. The decision of the advisory agency shall be final unless the decision is appealed to the city	Ongoing	Planning Division	

	council. Any appeal must be filed with the city clerk accompanied by the fee within ten days of the date of the notice of decision appears on the city council's agenda.			
8.	Approval of Major Development Review (PLN25-20005) is contingent upon approval of Tentative Tract Map 38032. Failure to approve Tentative Tract Map 38032 shall render any approval of Major Development Review (PLN25-20005) null and void.	Ongoing	Planning Division	
9.	All applicable Tentative Tract Map 38032 conditions of approval (PLN25-20005) shall be incorporated herein by reference.	Ongoing	Building, Planning, and Public Works Department	
10.	Major Development Review (PLN25-20005) is for the site planning and architecture for a for-sale 159 unit attached-townhome residential development within Tentative Tract Map 38032.	Ongoing	Planning Division	
Prior to Map Recordation				
11.	The applicant shall enter into a Subdivision Improvement Agreement with the city, and shall guarantee by posting security(ies) to include all public improvements that the developer is conditioned to construct as part of this approval	Prior to Map Recordation	Public Works Department	
12.	Dedicate City Engineer approved additional right-of-way along the entire frontage as may be required to provide a property line at ultimate right-of-way in accordance with the City General Plan, any applicable Specific Plan and/or as requested by the City Engineer.	Prior to Map Recordation	Public Works Department	
13.	A Parcel Map shall be prepared by a California registered Land Surveyor or qualified Civil Engineer and submitted to the Engineering Division for review and approval. A Title Report prepared for subdivision guarantee for the subject property, the traverse closures for the existing parcel and all lots created therefrom, and copies of record documents shall be submitted with the Parcel	Prior to Map Recordation	Public Works Department	

	Map to the Engineering Division as part of the review of the Map. The Parcel Map shall be approved by the City Council prior to issuance of building permits.			
14	Monument bond shall be posted with the City	Prior to Map Recordation	Public Works Department	
Notes on Grading and Construction Plans to be Implemented During Construction				
15.	The cover sheet of the building construction drawings shall include a blue line print of the City's conditions of approval and shall be attached to each set of plans submitted for City approval	On Going	Planning Division	
16.	The Title Sheet of the plans shall include: Occupancy Group Occupant Load Description of use Type of Construction Height of Building Floor area of buildings(s) and/or occupancy group(s)	On Going	Building Division	
17.	Dimensioned building setbacks and property lines, street centerlines, and between buildings or other structures shall be designed on the plot plan.	On Going	Building, Planning, and Public Works Department	
18.	The plot plan must show all property lines and easements, and a statement stating that such lines and easements are shown is required.	On Going	Building, Planning, and Public Works Department	
19.	The project design will conform with energy conservation measures articulated in Title 24 of the California Code of Regulations and	On Going	Building Divisions	

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	address measures to reduce energy consumption such as flow restrictions for toilets, low consumptions light fixtures, and insulation, and shall use to the extent feasible drought tolerant landscaping.			
20.	Per the Business and Professions Code, a design professional will be required to prepare plans for proposed improvements at the time of construction drawings.	On Going	Building Divisions	
21.	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.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
22.	All clearing, grading, earthmoving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines in order to limit fugitive dust emissions.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
23.	The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the mid-morning, afternoon, and after work is done for the day.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
24.	The contractor shall ensure that traffic speeds on unpaved roads and in project site areas are reduced to 15 mph or less.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
25.	In order to limit the volatile organic compound (VOC) content of architectural coatings used in the SCAB, architectural coatings shall be no more than a low VOC default level of 50 grams per liter	To be Implemented by the Applicant During Construction	Building and Public Works Department	

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	(g/L) unless otherwise specified in the SCAQMD Table of Standards.			
26.	The project shall comply with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act, as well as with the 2022 California Building Code (CBC), which includes specific design measures intended to maximize structural stability in the event of an earthquake. Construction of the project shall also be required to comply with current seismic design parameters and all other recommendations as contained in the Geotechnical Evaluation to ensure structural integrity in the event of an earthquake.	To be Implemented by the Applicant During Construction	Building Division	
27.	The project shall comply with the California Building Code and the City of Eastvale's grading requirements in Eastvale Municipal Code Section 130.08.040, *Street Grades*, and subject to the approval of the City Engineer.	To be Implemented by the Applicant During Construction	Building Division	
28.	The project shall comply with all recommendations contained in the project-specific Geotechnical Evaluation.	To be Implemented by the Applicant During Construction	Building and Public Works Department	
29.	The project will be subject to the general sound level standards and regulations of Eastvale Municipal Code Chapter 8.52, *Noise Regulations*	To be Implemented by the Applicant During Construction	Planning and Code Enforcement Divisions	
30.	As an infill development site, construction will be occurring within a noise-sensitive environment. In accordance with Municipal Code requirements, any construction or maintenance activity on real property which may disturb the peace and comfort of inhabitants of the neighborhood or comfortable enjoyment of life and property is prohibited 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, unless said work is of	To be Implemented by the Applicant During Construction	Planning and Code Enforcement Division	

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	an emergency nature or a prior permit has been obtained from the Community Development Director.			
31.	To ensure consistency with the goals and objectives of the Western Riverside County MSHCP, the proposed project will adhere to MSHCP Appendix C, Standard Best Management Practices.	To be Implemented by the Applicant During Construction	Planning Division	
Prior to Issuance of Grading Permit				
32.	Prior to the issuance of a grading permit, the developer shall pay all necessary fees as determined by the City Engineer including but not limited to MSCHP fees and grading permit fees	Prior to Issuance of Grading Permit	Public Works Department	
33.	Grading in excess of 199 cubic yards will required performance security to be posted with the City	Prior to Issuance of Grading Permit	Public Works Department	
34.	A permit for the hauling of material to and from the project site shall be submitted to the City for approval.	Prior to Issuance of Grading Permit	Public Works Department	
35.	Submit a California civil engineer prepared earthwork cut and fill certification letter to the Engineering Division for review. If the required earthwork in cubic yards is 50 CY or less, a Precise Grading/Paving Plan will not be required; however, the applicant is required to pull an NPDES/Public Works permit prior to issuance of a Building Permit for record purposes.	Prior to Issuance of Grading Permit	Public Works Department	
36.	Development of the site is subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Permit for the City of Eastvale, under the Santa Ana Regional Water Quality Control Board, Board Order No. R8-2010-0036. Pursuant to the NPDES Permit, the developer shall ensure development of the site incorporates post-construction Best Management Practices ("BMPs") in accordance with the Model Water Quality Management Plan ("WQMP") approved for use for the Santa Ana River Watershed. The developer is advised that applicable Site Design BMPs will be required to be incorporated into the final site	Prior to Issuance of Grading Permit	Public Works Department	

	design, pursuant to a site specific WQMP submitted to the City Engineer for review and approval. The site specific WQMP shall be submitted to the City Engineer for review and approval with the Precise Grading/Paving Plan.			
37.	Prior to commencing with any grading, the required erosion and dust control measures shall be in place. In addition, the following shall be included if not already identified: a. 6-foot-high tan colored perimeter screened fencing b. Contractor information signage including contact information along the street frontage. c. Post dust control signage with the following verbiage: "Project Name, WDID No., IF YOU SEE DUST COMING FROM THIS PROJECT CALL: NAME (XXX) XXX-XXX, If you do not receive a response, please call the AQMD at 1-800-CUT-SMOG/1-800-228-7664"	Prior to Issuance of Grading Permit	Public Works Department	
38.	A Notice of Intent (NOI) to comply with the California General Construction Stormwater Permit is required via the California Regional Water Quality Control Board online SMARTS system. A copy of the executed letter issuing a Waste Discharge Identification (WDID) number shall be provided to the City Engineer. The General Construction Permit requires the developer's contractor to prepare and maintain a Storm Water Pollution Prevention Plan ("SWPPP"). The SWPPP requires all appropriate measures be implemented to prevent erosion and water pollution during construction	Prior to Issuance of Grading Permit	Public Works Department	
39.	A California registered Geotechnical Engineer prepared Geotechnical/Soils Report shall be required for and incorporated as an integral part of the grading/paving plan for the proposed development. A copy of the Geotechnical/Soils Report shall be	Prior to Issuance of Grading Permit	Public Works Department	

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	submitted to the Engineering Division with the first submittal of the Precise Grading/Paving Plan.			
40.	All stormwater runoff passing through the site shall be accepted and conveyed across the property in a manner acceptable to the City Engineer. All on-site City Engineer approved retention or other facilities are required to contain the increase stormwater runoff generated from the proposed development. Provide a hydrology study to determine the volume of increased stormwater runoff due to development of the site, and to determine required stormwater runoff mitigation measures for the proposed development. The City Engineer must approve the final retention basin sizing and other stormwater runoff mitigation measures determined upon review and approval of the hydrology and may require redesign or changes to site configuration or layout consistent with the findings of the final hydrology study. The existing "pre-developed" condition compared to the proposed "developed" condition shall be used to calculate the volume of increased stormwater runoff to retain on-site under the 100-year frequency storm.	Prior to Issuance of Grading Permit	Public Works Department	
41.	Direct release of on-site nuisance water or stormwater runoff shall not be permitted to the adjacent public streets. Provisions for the interception of nuisance water from entering adjacent public streets from the project site shall be provided through the use of a minor storm drain system that collects and conveys nuisance water to landscape or parkway areas, and in only a stormwater runoff condition, pass runoff directly to the streets through parkway or under sidewalk drains.	Prior to Issuance of Grading Permit	Public Works Department	
42.	**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	Prior to Grading Permit Issuance and During Construction	Planning Division	

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	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 preconstruction 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			

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	satisfaction of the City of Eastvale Community Development Director, or designee.			
43.	**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.	Prior to Issuance of Grading Permit or no more than three (3) days prior to initial clearing of vegetation, grading, or during construction activities which ever comes first.	Planning Division	
44.	**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	At least 30 days prior to application for a grading permit and before any grading, excavation, and/or ground	Planning Division	

	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.	disturbing activities on the project site.		

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	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.			
45.	**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	Prior to the commencement of any ground-disturbing activity or issuance of a grading permit and during construction.	Planning Division	

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	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.			
46.	**TCR-2: Unanticipated Discovery of Native American Cultural Resource Objects (NonFunerary/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.	Upon discovery of any resources of Native American origin.	Planning Division	
47.	**TCR-3: Unanticipated Discovery of Native American Human Remains and Associated Funerary or Ceremonial Objects.**	Upon discovery of any resources of	Planning Division	

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	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 5097.98 as well as Health and Safety Code Section 7050.50 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.	Native American origin.		
48.	**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 the California Building Code (CBC) (or the most current	Prior to the issuance of grading or building permits and during construction	Building Division	

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	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-ongrade 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.			
49.	**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 pregrade conference and shall establish	Prior to the issuance of a grading permit and during construction.	Planning Division	

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	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 microvertebrate 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;			

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	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.			
50.	**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.	Prior to issuance of any grading permits.	Planning Division	
51.	**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	Prior to issuance of a grading permit, during construction, and upon completion of construction.	Public Works Department	

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	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.			
52.	**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.	Prior to issuance of a grading permit.	Public Works Department	

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53.	**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.	Prior to demolition of any structures on Assessor's Parcel Number (APN) 152-040-001.	Planning or Building Division	
54.	**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.	Prior to the demolition of any structures on Assessor's Parcel Number (APN) 152-040-001 that has been identified to contain lead based materials (LBM).	Planning or Building Division	
55.	**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	Prior to demolition of any structures on Assessor's Parcel	Planning or Building Division	

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	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.	Number (APN) 152-040-001.		
56.	**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.	Prior to the demolition of any structure on Assessor's Parcel Number (APN) 152-040-001 that has been identified to contain asbestos containing material (ACM).	Planning Division or Building Division	
57.	**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,	Prior to the initiation of grading operations or prior to issuance of grading permit.	Planning Division or Building Division	

	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.			
58.	**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	Prior to the approval of any grading and/or building permits.	Planning or Building Division	

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	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			

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	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.			
59.	**Mitigation Measure 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.	Prior to the initiation of construction.	Public Works Department	
60.	Prior to the issuance of a grading permit, the project applicant shall prepare and submit a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report to the City of Eastvale to document the project's consistency with the goals, objectives, and requirements of the MSHCP.	Prior to Issuance of Grading Permit	Planning Division	

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61.	The developer shall pay the appropriate drainage impact mitigation fee to the Riverside County Flood Control and Water Conservation District.	Prior to the Issuance of Grading Permit	Public Works Department	
62.	The developer shall obtain coverage under the appropriate NPDES General Construction Permit for storm water discharges associated with construction activities. Order No. 99-08-DWQ, NPDES No. CAS000002.	Prior to the Issuance of Grading Permit	Public Works Department	
63.	The developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day, and the posting of traffic control personnel at all approved entrances/exits onto public roads. This permit shall be in place prior to the issuance of the grading permit and the mobilization of equipment on the project site.	Prior to the Issuance of Grading Permit	Public Works Department	
64.	Street names shall be approved by the Community Development Director prior to issuance of grading permit. Suggested street names and alternatives shall be submitted in writing to the Community Development Director for approval. Phonic similarity with existing street names should be avoided.	Prior to Issuance of Grading Permit	Planning Division	
65.	The applicant shall be responsible for creating a proposed addressing list and exhibit for review and approval by the Community Development Director, prior to issuance of grading permit. Addresses shall be suggested for any building(s) and/or any electrical/water single/dual irrigation meter pedestal(s) or temporary power poles.	Prior to Issuance of Grading Permit	Planning Division	
66.	Curbs shall be designed to be painted red within 15 feet of all community mailboxes. "No Parking" shall also be painted on the red curbs. Reference municipal code Section 10.20.090. - Community mailboxes.	Prior to Issuance of Grading Permit	Planning Division and Code Enforcement	
Prior to Issuance of Encroachment Permit				

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67.	The minimum pavement section for all on-site pavements shall be 3 inches asphalt concrete pavement over 6 inches crushed aggregate base with a minimum subgrade of 24 inches at 95% relative compaction, or equal. The pavement section shall be determined using appropriate Traffic Index ("TI") accepted by the City Engineer. A California registered Geotechnical Engineer shall design the pavement section using "R" values from the project site and submitted to the City Engineer for approval.	Prior to Issuance of Encroachment Permit	Public Works Department	
68.	Traffic Control Plan prepared by a licensed civil/traffic engineer shall be submitted to the City Engineer for review and approval	Prior to Issuance of Encroachment Permit	Public Works Department	
69.	An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, Eastvale Master Drainage Plan Line D. However, the site drains to an existing 36-inch RCP City storm drain in Orange Street prior to connecting to Eastvale Master Drainage Plan Line D (Drawing No. 2-296 Sheet 2). The current Tract Map 38032 proposes multiple connections to the 36-inch RCP. If a proposed storm drain connection exceeds the hydraulic performance of the existing drainage facilities, mitigation will be required. For further information, contact the District's Encroachment Permit Section at 951.955.1266.	Prior to Issuance of Encroachment Permit	Riverside County Flood Control and Public Works Department	
Prior to Issuance of Building Permit				
70.	**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	Prior to issuance of any building permits for nonresidential uses and occupancy releases for residential uses; Prior to approval of	Planning Division	

	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.	the Improvement Plan.		
71.	**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.**	Prior to the final inspection of any building permit / Prior to Issuance of Building Permit.	Planning, Public Works, and Building Division.	
72.	The developer shall pay all necessary impact and mitigation fees required. These fees include, but are not limited to, fees associated with Transportation Uniform Mitigation Fee (TUMF), ADP, Road Bridges Benefit District (RBBD) Fees, MSHCP, Quimby (parkland in-lieu) Fee, and City Development Impact Fees as consistent with the Government Code.	Prior to issuance of Building Permits	Planning, Public Works, and Building Division	
73.	Building permits shall not be issued until final map has been recorded with the Riverside County Recorder's Office Prior to Issuance of Building Permit Building and Planning	Prior to issuance of Building Permits	Planning and Building Division	
74.	The project applicant is required to pay school impact fees. California Government Code Section 65996 indicates that payment of school impact fees is considered full mitigation for project impacts to a school district.	Prior to issuance of Building Permits	Corona Norco Unified School District and Building Divisions	

	Note: A Certificate of Compliance is provided to the City to show proof of compliance of owner/building for project.			
75.	The project applicant will be required to comply with the recommendations of the Riverside County Waste Management Department and all federal, State, and local statutes and regulations related to solid waste, including the Solid Waste Reuse and Recycling Access Act of 1991.	Prior to issuance of Building Permits	Waste Management	
76.	The project applicant, developer, or successor in interest shall provide written verification that the Jurupa Community Services District can and will provide potable water service to the project.	Prior to issuance of Building Permits	Building Divisions	
77.	Public and private site improvements shall be designed in accordance with the Americans with Disabilities Act and Chapter 11 of the California Building Code. The site plan shall include a site accessibility plan identifying exterior routes of travel and detailing running slope, cross slope, width, pedestrian ramp, curb ramps, handrails, signage, and truncated domes. Path of travel shall be provided from the public right of way and accessible parking to the building. The design professional shall ensure that the site accessibility plan complies with the latest Federal and State regulations.	Prior to issuance of Building Permits	Building Division	
78.	Submit California registered civil engineer prepared street improvement plans to the Engineering Division for review and approval for Sumner Avenue and Orange Street. Unless otherwise approved, the street improvement plans shall be approved concurrently with any streetlight, landscape and irrigation, and traffic signal plans. There will be an in-lieu fee for the improvements on Schleisman Road. The City may have plans ready by the time of construction fo Schleisman Road. At that time the Public Works Director may require that the improvements are constructed.	Prior to issuance of Building Permits	Public Works Department	

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79.	Submit California registered civil engineer or traffic engineer prepared traffic striping and signage plans for review and approval. All required traffic thermoplastic striping and signage improvements shall be completed concurrently with street improvements to the satisfaction of the City Engineer.	Prior to issuance of Building Permits	Public Works Department	
80.	The public street improvements outlined in these conditions of approval are intended to convey to the developer an accurate scope of required improvements; however, the City Engineer reserves the right to require reasonable additional improvements as may be determined in the course of the review and approval of street improvement plans required herein.	Prior to issuance of Building Permits	Public Works Department	
81.	The Precise Grading/Paving Plan shall be City Engineer approved prior to issuance of a building permit.	Prior to issuance of Building Permits	Public Works Department	
82.	A WQMP and Storm Water BMP Transfer, Access and Maintenance Agreement shall be required, obligating the property owner(s) to appropriate operation and maintenance obligations of on-site BMPs constructed pursuant to the approved WQMP. **The WQMP and Storm Water BMP Transfer, Access and Maintenance Agreement shall be approved prior to issuance of a building permit and shall be Public Works Staff recorded at the Riverside County Recorder's Office prior to issuance of a Certificate of Occupancy.**	Prior to issuance of Building Permits	Public Works Department	
83.	Provide pad elevation certifications for all building pads in conformance with the approved Precise Grading Plan to the Engineering Division prior to construction of any building foundation.	Prior to issuance of Building Permits	Public Works Department	
84.	The developer shall connect to the JCSD sewer system and apply for a sewer connection account with JCSD	Prior to issuance of Building Permits	Public Works Department	

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85.	Submit California registered civil engineer prepared sewer improvement plans to the JCSD/Engineering Division. The plans shall be JCSD approved prior to issuance of any building permits.	Prior to issuance of Building Permits	Public Works Department	
86.	The developer is advised that domestic water service is provided by JCSD. The developer shall be responsible for coordinating with JCSD and complying with all requirements for establishing domestic water service to the property.	Prior to issuance of Building Permits	Public Works Department	
87.	The developer is required to pay Traffic Impact Analysis (TIA) Project Fair Share Contribution fees.	Prior to issuance of Building Permits	Public Works Department	
88.	This project will be subject to compliance with district rules, regulations, conditions, and requirements and payment of appropriate fees, including park fees for multi-family residential projects and water and sewer capacity charges for the future accessory dwelling units.	Prior to issuance of Building Permits	Jurupa Community Services District	
89.	This project will be required to use the proposed 8-inch recycled waterline along Orange Street for irrigation service lines. All common areas and frontages must be irrigated using recycled water sourced from the 8-in recycled waterline the District will construct. In the event that the District's facilities are not available when irrigation is needed, the developer will construct a connection to the potable water system with a District-approved backflow device that the District will remove when the District's recycled water system is connected to the proposed 8-inch recycled waterline. The project also requires the implementation of JCSD's new AMI meter technology and program.	Prior to issuance of Building Permits	Jurupa Community Services District	

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90.	Elevations along the street frontages (I.e. Schleisman, Orange, and Sumner) shall be enhanced to the satisfaction of the Community Development Director.	Prior to Issuance of Building Permit	Planning Division	
91.	To ensure privacy of the neighboring homes, proposed units along the easterly property line shall have frosted glass installed for any windows directly facing in the direction of the neighboring subdivision on the third floor. CC&R's shall require those windows are continually frosted to ensure privacy is provided to properties along the eastern property line.			
92.	A Final Site Plan of Development shall be approved prior to the issuance of any building permits. The Final Site Plan of Development shall include but is not limited to the following: a. Master home plans and elevations. b. Dimensioned site plan showing, but not limited to, the following: o Setbacks o Attractive, walkways and/or design features at paseos o Location of mailboxes o Pet waste disposal stations c. Final grading plan d. Landscape and irrigation plans for private, common, and public areas e. Wall and fence plans	Prior to Issuance of Building Permit	Planning Division	

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	f. Photometric Lighting Plan to ensure proper outdoor light, pursuant to City of Eastvale Municipal Code Section 120.05.050, Outdoor Lighting.			
93.	A minimum of one (1) Electric Vehicle charging station shall be installed. This shall be reflected on the construction plans. Charging station must be installed prior to final certificate of occupancy.	Prior to Issuance of Building Permits	Planning Division	
94.	Submit photometric of street lighting. All lights shall be Edison LS-3 tariff and utilize General Electric Evolve LED luminaires per City Specifications. The developer shall be responsible for applying with Southern California Edison ("SCE") for all appropriate service points and electrical meters early in the process to avoid delays. The developer must pay for the electrical service of new meter pedestals installed until such time the improvements have been accepted and the underlying property is annexed into LMD/CFD.	Prior to Issuance of Building Permits	Public Works Department	
95.	Construction and architectural detailing shall be in substantial conformance with the approved plans, including but not necessarily limited to elevation drawings and material/colors sample board, submitted as part of this application and as approved by the Planning Commission.	Prior to Issuance of Building Permits	Planning Division	
96.	Any future modification to the building colors or architectural style approved by the Planning Commission shall be subject to review and approval by the Community Development Director. At the Community Development Director's discretion, proposed color or architectural style modifications may be referred to the Planning Commission for Major Development Review approval.	Prior to Issuance of Building Permits	Planning Division	
97.	Final plotting of homes on lots within Major Development Review (PLN25-20005) shall be subject to review and approval by the Planning Division.	Prior to Issuance of Building Permits	Planning Division	

98.	An even mix of exterior façade treatments, colors, and roof tile colors shall be used on the homes approved per this Major Development Review to the satisfaction of the Community Development Director. Applicant shall provide a tabulation of proposed architectural styles and colors schemes to be implemented on lots for review and approval by the Planning Division prior to issuance of building permits.	Prior to Issuance of Building Permits	Planning Division	
99.	Mailboxes shall be designed, installed and located by the developer to the satisfaction of the Community Development Director and United States Postal Service (USPS).	Prior to Issuance of Building Permits	Planning Division	
100	Outdoor furniture and amenities provided in the common area of the community shall be safe, comfortable, of sturdy construction, hygienic and designed for outdoor use.	Prior to Issuance of Building Permits	Planning Division	
101	Any future entry monumentation into the development of Tentative Tract Map 38032 shall be subject to review and approval by the Community Development Director and the City Traffic Engineer prior to issuance of a building permit.	Prior to Issuance of Building Permits	Planning Division	
102	The Master Conceptual Wall and Fence Plan approved by the Planning Commission as part of Major Development Review (PLN25-20005) shall serve as the master plan of development for community walls and fences within Major Development Review (PLN25-20005). The final design and location of project walls shall be subject to review and approval by the Community Development Director prior to issuance of building permits.	Prior to Issuance of Building Permits	Planning Division	
103	All mechanical equipment, including but not limited to HVAC units, shall be screened from public view and sound buffered from adjacent properties to the satisfaction of the Community Development Director and Building Official	Prior to Issuance of Building Permits	Planning and Building Divisions	

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104	Two sets of construction landscape plans as well as a digital copy shall be submitted to the Planning Division for review and approval. The plan shall be certified by a licensed landscape architect as required, taking into account approved preliminary landscape plan (if any), adopted plant alette guides, applicable scenic and specific plan requirements, and water conservation measures. **This submittal shall be made to the Planning Division with the appropriate Application and fee. The Planning Division will route to:** • **Landscape Architect** • **Riverside County Fire Department** Landscape construction plans shall be drawn at a scale of 20 feet equal to 1 Inch or larger. The city will not accept plans drawn at 30 feet scale or smaller. Plans set shall include a title sheet with all project information, construction plans and details, irrigation plans and details, planting plans and details and a photo exhibit sheet of selected planting palettes for communication of the palette and plants form, size, and character, in addition to site features and material to express design intent.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
105	The above-described plans shall be in substantial conformance with the conceptual landscape plans as approved by the City Landscape Architect, City Administrative staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
106	Plant materials shall be installed from container sizes consistent with direction from the Planning division with 5-gallon shrubs being the minimum with the only exception being some ground cover species may be allowed to be installed at 1 gallon size.	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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107	Concrete mow curbs shall be required at edges defining maintenance responsibility such as property boundaries in frontage areas and for separating turf or groundcover from shrub areas.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
108	Applicant shall include sight lines at all vehicular exits for verification of clear sight lines regarding proposed planting. Final locations shall be approved prior to any planting with coordination from the Engineering department. Trees planted without review and or approval shall be the applicant's responsibility to adjust, move, and or remove as required.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
109	Applicant shall include a mix of larger tree sizes with the minimum size being 24" box for 50% of total trees provided, 36" box for 30% of total, and 48" box for 20% of total. Applicant shall include an overall chart breaking down quantities of trees versus sizes for verification.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
110	Enhanced landscaping shall be used to define outdoor spaces, such as street edges, entrances, and community shared areas, in addition to screen utility features such as storage areas, trash enclosures, loading areas, parking lots, and utility equipment. This shall include the use of larger plant and tree container size/boxes in addition to accent material and higher levels/concentration of planting and the addition of screen walls and/or screening material.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
111	Planting shall offer horizontal and vertical variation in form, texture, and scale and shall include multiple species to prevent against loss of a monoculture of a single species from species specific pest or other cause.	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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112	A minimum of three different levels of planting shall be provided and shall include groundcover, accents, and foundation or massing groupings, which shall vary species and flowering or interest seasons to offer year-round performance and avoid seasons or large swaths of planting in dormancy or in need of severe pruning.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
113	Landscaping and planting areas shall be used to screen and buffer edge areas and parking areas from public view. All parking areas shall be screened by earth mounding (30") and or screening shrubs to screen the parked cars from public view of users of the facility and or public right aways.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
114	Canopy shade trees fully surrounded by hardscape shall be, based on the direction of the City Landscape Architect required to have special planting techniques including, specialized soil mixes, geotechnical support structures, or other instruments for maintaining uncompacted and healthy soil root zones for the trees needs based on species or size required and site-specific characteristics.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
115	All ground mounted AC Condensers/Heat exchangers shall be fully screened from users view. This shall include planting, fencing, and or other architectural features based on surround space availability and overall design theme on a project by project basis.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
116	No light fixture, electric transformer, fire detector check, fire hydrant, or other utilities shall be designed for any location in a planting area, which would make it necessary to eliminate a tree. All overhead light fixtures and utilities shall be identified on the	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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	grading and site plans. Utilities shall be screened appropriately with landscaping. Any trees that are determined to be in conflict through the design development process shall be relocated to keep the same quantities shown on the approved entitlement plan, this shall include adjusting, adding, and revising or creating additional planting areas to support the total required number			
117	All new irrigation installations shall be installed for "future reclaimed" non potable use if not available at the time of construction. This shall include separate meters and any water purveyor requirements even if at installation systems are still on potable connections.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
118	All plants shall be hydrozoned from low to medium water use according to WUCOLS IV as a general guide.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
119	Suggested irrigation and planting maintenance schedules shall be included for compliance with MWELO requirements.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
120	A soil management plan shall be included for compliance with MWELO requirements.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
121	Plan submission shall be digital in PDF form saved at the lowest size possible- no submissions over 40,000 kb's will be accepted.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
122	Any plans that include areas to be classified as a Landscape Maintenance District, Communities Facility District, and or similar instrument to be maintained by the City shall be required to meet	Prior to Issuance of Building Permits (Landscape)	Planning Division	

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	the most current Riverside County Transportation and Land Management Agency- Standards and Specifications (https://trans.rctlma.org/landscaping) per Public Works direction.			
123	The above-described plans shall be in substantial conformance with the adopted city ordinances and or requirements as approved by the City Landscape Architect, City Planning Staff, Planning Commission and/or City Council. Notes, details, and specifications shall be included.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
124	City required inspection schedule and signature block shall be included in the plans and be located on the tittle sheet.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
125	All fertilizers and soil amendments used during planting preparation and installation shall be derived from organic based materials as a best management practice for storm water source control. Mycorrhizae and humate shall be incorporated into each plant pit in accordance with the manufacturer's specifications and the recommendations of the soil management plan.	Prior to Issuance of Building Permits (Landscape)	Planning Division	
126	The City Landscape Architect/ Landscape Inspector shall meet with the job site superintendent and the landscape contractor for a pre-job meeting. Copies of required landscape submittals shall be presented for approval including soil test results per the soil management plan. The overall inspection schedule shall be	Prior to Issuance of Building Permit and/or Prior to Beginning of Landscaping (Landscape)	Planning Division	

	reviewed, and all procedures shall be reviewed pertaining to the project. No landscaping shall occur prior to the meeting.			
127	The Applicant shall submit a set of development plans, including a lighting plan, to the Eastvale Police Department for review and approval for appropriate safety measures including, but not limited to, the following: PROPERTY GATES AND KNOX BOX ENTRY a. The installation of the Knox Rapid Entry System if property gates are installed. This system permits law enforcement, fire, and first responders to obtain independent access to the property in the event of an emergency. The necessary order forms for the Knox Company may be obtained by contacting the Jurupa Valley Sheriff's Station Crime Prevention Programs Coordinator at (951) 955-9225. ADDRESS NUMBERING: b. Prominently displayed address numbering in size and contrasting in color from the building façade or on a fixed sign near the street/main entrances. The numbers need to be visible from the street and interior property sides for any approaching emergency vehicles. No obstructions should limit their visibility (i.e., landscaping). SECURITY AND LIGHTING PLAN c. Adequate crime prevention measures to assist with identifying any suspect(s) of any potential future vandalism or theft attempts. Due to the high possibility of theft/vandalism attempts during construction, additional security measures should be added during that time frame of proposed construction. All exterior access points should be	Prior to Issuance of Building Permit	Building and Police Departments	

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	properly illuminated to make clearly visible any person on or about the premises during the hours of darkness. Residential units shall be equipped with solid core doors and quality dead bolt locking devices at entry points.			
128	Plans should reflect that all streetlights and other outdoor lighting are hooded or shielded to prevent either the spillage of lumens or reflection into the sky or above the horizontal plane.	Prior to Issuance of Building Permit	Planning Division	
129	Fire Protection Water Supplies/Fire Flow - Minimum fire flow for the construction of all buildings is required per CFC Appendix B. A reduction of up to 50% in the required fire flow is permitted for buildings equipped with automatic fire sprinklers in accordance with the City Municipal Code. Prior to building permit issuance for new construction, the applicant shall provide documentation to show there exists a water system capable of delivering the required fire flow. On-site water supply must be available and operational before any combustible materials are placed on the construction site. Specific design features may increase or decrease the required fire flow. **Will Serve Letters from the responsible water purveyor are required prior to map recordation.**	Prior to Issuance of Building Permit	Riverside County Fire Department	
130	Fire Protection Water Supplies/Hydrants - The minimum number of fire hydrants required, as well as the location and spacing of fire hydrants, shall comply with CFC Appendix C and NFPA 24. Fire hydrants shall be located no more than 600 feet from all portions of the exterior of the building along an approved route on a fire apparatus access road, unless otherwise approved by the fire department. In areas where new water mains are extended along	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	streets and hydrants are not needed for protection of structures, standard fire hydrants shall be provided at spacing not to exceed 1,000 feet along streets for transportation hazards. Fire hydrants shall be at least 40 feet from the building they are serving. A fire hydrant shall be located within 20 to 100 feet of the fire department connection for buildings protected with a fire sprinkler system. The size and number of outlets required for the approved fire hydrants are 4" x 2 ½" (Standard Hydrant . Reference CFC as amended and NFPA 24.			
131	Prior to building plan approval and construction, applicant/developer shall route a copy of the Water Improvement Plans (offsite) to the Fire Department for review of hydrant placement only. Water Improvement Plans (offsite) will not be reviewed or approved for the installation of onsite Private Fire Service Mains, private hydrants, or fire sprinkler system supplies. The installing contractor shall submit a separate set of working plans designed in accordance with NFPA 13 and NFPA 24 to the Fire Department for a permit to install private water mains. BUILDING PERMITS SHALL NOT BE RELEASE PRIOR TO THE APPROVAL OF THE OFFSITE (JCSD WATER PLANS) IN ADDITION, AN APPROVED FIRE WATER SOURCE AND APPROVED FIRE APPARATUS ACCESS INSPECTION SHALL BE REQUIRED PRIOR TO BUILDING PERMIT ISSUANCE.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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132	Fire apparatus access roads shall be at least 24 feet wide and comply with Riverside County Fire Department Guideline OFM-01A. Fire apparatus access roads shall be provided within 150 feet of all exterior portions of buildings, unless otherwise approved by the Fire Department. Access roads shall not have a grade more than 16% and shall have an unobstructed vertical clearance not less than 13 feet and 6 inches. Access lanes will be designed to withstand the weight of 80,000 thousand pounds. Apparatus weight is distributed as 55,000 pounds on tandem rear axles and 25,000 pounds on the front axle. Unless otherwise approved, the grade of a fire apparatus access road shall not exceed 16 percent and the cross slope shall not exceed 2.5 percent. The angles of approach and departure for fire apparatus access roads shall be a maximum of 6 percent grade change for 25 feet of approach/departure. Fire apparatus access roads shall have a turning radius capable of accommodating fire apparatus. Road base without an appropriate topping or binding material does not satisfy the all-weather requirement. Fire Lane marking: Identification and marking of fire lanes, including curb details and signage, shall comply with all Riverside County Fire Department Standards.	Prior to Issuance of Building Permit	Riverside County Fire Department	
133	Laddering and Setback Deficiencies for Fire Lanes Laddering access and setback deficiencies for fire apparatus access roads/fire lanes on Buildings 2 through 15, as identified per Riverside County Fire Department Guideline OFM-01A, shall be mitigated by the installation of a 2-hour fire-rated constructed	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	laddering chase equipped with an approved Class I standpipe system. The laddering chase shall provide direct and unobstructed access for fire department operations to the roof. Standpipe outlets shall be located in accordance with California Fire Code (CFC) requirements and NFPA 14, with fire department connections positioned for immediate access from the approved fire apparatus access road. Plans shall clearly depict the location, construction details (including fire-resistance-rated assemblies), standpipe riser routing, outlet placements, and signage for the chase and standpipe system. The 2-hour rated laddering chase and standpipe installation shall be designed, permitted, and inspected in accordance with applicable CFC, CBC, and Riverside County Fire Department standards prior to building occupancy. Any alternative mitigation measures must be submitted for prior approval by the Office of the Fire Marshal.			
134	Parking is not permitted on fire apparatus access roads that are less than 32 feet in width. Parking on one side is permitted on a road that is at least 32 feet but less than 40 feet in width. Parking on two sides is permitted on a road that is 40 feet or more in width.	Prior to Issuance of Building Permit	Riverside County Fire Department	
135	Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus. Reference CFC 503.1.1, 503.2.1 as amended by the County of Riverside and Riverside County Office of the Fire Marshal Guideline OFM-01A.	Prior to Issuance of Building Permit	Riverside County Fire Department	
136	Inside and Outside Turning Radii - The minimum inside turning radius for an access road shall be 24 feet. The minimum outside turning radius shall be 48 feet. As fire apparatus are unable to negotiate tight “S” curves, a 60-foot straight leg must be provided	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	between these types of compound-turns or the radii and/or road width must be increased accordingly.			
137	Traffic Calming Devices are prohibited. Requests for installation of traffic calming designs/devices on fire apparatus access roads shall be submitted and approved by the Office of the Fire Marshal. Reference CFC 503.4.1	Prior to Issuance of Building Permit	Riverside County Fire Department	
138	Fire and Life Safety Requirements - Final fire and life safety conditions will be addressed when the Fire Department reviews any subsequent submittals. These conditions will be based on California Fire Code (CFC), California Building Code (CBC), and related codes/standards adopted and amended at the time of construction plan submittal.	Prior to Issuance of Building Permit	Riverside County Fire Department	
139	Driveway loops, fire apparatus access lanes and entrance curb radius should be designed to adequately allow access of emergency fire vehicles. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs.	Prior to Issuance of Building Permit	Riverside County Fire Department	
140	Secondary Access – Unless otherwise approved by the Fire Department, dead end fire apparatus access roads shall not exceed 1,320 feet. Secondary egress/access fire apparatus access roads shall provide independent egress/access from/to the area or as otherwise approved by the Fire Department. Secondary egress/access fire apparatus access roads shall be as remote as practical from the	Prior to Issuance of Building Permit	Riverside County Fire Department	

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	primary fire apparatus access road to reduce the possibility that both routes will be obstructed by a single emergency. Additional fire apparatus access roads based on the potential for impairment by vehicle congestion, condition of terrain, climatic conditions, anticipated magnitude of a potential incident, or other factors that could limit access may be required by the Fire Department. Reference CFC as amended and Riverside County Fire Department Policies and Standards.			
141	**Landscape plans shall be submitted to the Riverside County Fire Department for review and approval prior to final building permit issuance or commencement of landscape installation**. The plans shall demonstrate that all trees, shrubs, palms, and other vegetation at mature size will not obstruct fire department laddering access, aerial apparatus operations, roof access, or fire apparatus reach to any portion of the buildings.	Prior to Issuance of Building Permit	Riverside County Fire Department	
142	Gate Access: All electronically operated gates shall be provided with Knox key switches and automatic sensors for access. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Reference CFC 506.1	Prior to Issuance of Building Permit	Riverside County Fire Department	
143	Phase construction fire access shall comply with Riverside County Office of the Fire Marshal Guideline OFM-01A. Construction Phasing Plan shall be submitted and reviewed prior to building permit release for each phase of construction.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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144	Fire Sprinkler System - All new commercial buildings and structures 3,600 square feet or larger will be required to install a fire sprinkler system. Reference CFC as amended.	Prior to Issuance of Building Permit	Riverside County Fire Department	
145	New motorized gates shall be provided with means to be automatically opened remotely by emergency vehicles in accordance with Riverside County standards and policies. The system shall be compatible, but not limited to, the detection of the following manufacturers of emergency vehicle preemption: Federal Signal, Whelen, and Tomar. These gates shall be provided with access to gate equipment or another method to open the gate if there is a power failure. (Manual gates shall not be locked unless a Knox padlock or Knox Box containing the key to the lock is installed in an approved location on the approach side of the gate). A pedestrian gate, if used to provide access, shall be a minimum 3 feet wide and provided with a Knox Box/Padlock if locked. Upon installation of the system, compliance testing shall be completed by the Riverside County Fire Department. (RVC Amendment to CFC 503.6.1)	Prior to Issuance of Building Permit	Riverside County Fire Department	
146	The location of address numbers shall be indicated on the building plans. Street numbers shall be displayed in a prominent location on the street or fire apparatus access side of buildings. Numbers and letters shall be a minimum of 12” in height with a minimum stroke of .05 inch. Where access is by means of a private road and the building cannot be viewed from a public way, a monument, pole, or other sign shall be used to identify the structure in accordance with Riverside County Fire Department Guideline OFM-01A. Address must be legible, of a contrasting color, and illuminated either internally or externally to be visible from the street at all hours.	Prior to Issuance of Building Permit	Riverside County Fire Department	
147	No hazardous materials shall be stored and/or used within the building which exceeds quantities listed in the California Fire Code, without first obtaining a permit.	Prior to Issuance of Building Permit	Riverside County Fire Department	

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148	Exit signs, door hardware, and exit path marking shall be as required by the California Building Code.	Prior to Issuance of Building Permit	Riverside County Fire Department	
149	Fire sprinkler riser door shall be posted "FIRE RISER" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
150	Electrical room door shall be posted "ELECTRICAL ROOM" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
151	Fire alarm control panel door shall be posted "FACP" on the outside of the door.	Prior to Issuance of Building Permit	Riverside County Fire Department	
152	Provide specific fire department conditions on plans for building permit submittal.	Prior to Issuance of Building Permit	Riverside County Fire Department	
Prior to Issuance of Certificate of Occupancy				
153	**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.	Prior to the final inspection of any building permit.	Planning Division.	
154	RBBD, TUMF, ADP fee and any development impact fees that are in effect at that time shall be paid prior to issuance of certificate of occupancy	Prior to Issuance of Certificate of Occupancy	Public Works Department	

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155	A copy of the covenants, conditions, and restrictions (CC&R's) shall be prepared and submitted to the Community Development Director and City Engineer for review and approval, prior to CC&R execution and sale of properties. Provisions requiring the following parking management practices shall be incorporated into the final, recorded CC&Rs or applicable site rental disclosures. These parking management practices shall be applicable throughout the life of the project: • Upon the sale or resale of a unit: A separate acknowledgment shall be presented to and executed by the new resident to affirm that their unit has limited a number of parking spaces. • Requiring onsite parking permits (such as stickers or hangtags) for any parking in the surface guest parking spaces; • Policies for maximum times vehicles may be parked in the surface guest spaces; • Policies and procedures for monitoring vehicles entering the property through the use of Flock Safety cameras or similar technology. • Policies for towing unauthorized vehicles; vehicles parked in unauthorized locations, such as fire lanes; vehicles parked in surface guest parking without a sticker, hangtag, or other identifiers; and vehicles parked longer than any maximum guest parking timeframes allowed; • Policies prohibiting the parking, storage, or driving of commercial vehicle, RV, boat, trailer, ATV, golf cart, or similar vehicle on-site, • Policies requiring all garages be used for the sole purpose of housing parked vehicles (i.e., not for storage purposes); and	Prior to Issuance of Certificate of Occupancy	Planning Division	

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	• Policies authorizing routine garage inspections to ensure garages are available for vehicle parking.			
156	Applicant shall include notification within the CC& R's as well as within the project sales office informing potential homeowners that landscaping within City or H.O.A.-maintained areas are not to be modified in any way by the homeowner, without express authorization by the entity (either the City or H.O.A) responsible for maintaining said landscape.	Prior to Issuance of Certificate of Occupancy	Planning Division	
157	All required landscape planting and irrigation shall have been installed consistent with the approved construction plans and shall be in a condition acceptable to the Community Development Director. The plants shall be healthy and free of weeds, disease, or pests. The irrigation system shall be properly constructed and in good working order. The applicant shall contact the Planning Division to schedule the final inspection(s). Plans shall be consistent with the Eastvale Municipal Code Chapter 14.24, Water Conservation for Landscaping, and Chapter 120.05.040, Landscape Requirements.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
158	A water conservation statement shall be included in the landscape documentation package as well as Irrigation schedules for both establishment and maintenance, and the requirement for a third-party water audit of the installed irrigation system prior to final sign off.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
159	All irrigation in shrub areas shall be designed and installed using drip irrigation. A weather-based smart irrigation controller shall be installed that measures evapo-transpiration. A rain shut off device shall be installed free of overhead obstruction and connected with the irrigation controller in addition to a master valve, flow sensor and	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	

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	separate Landscape water meter are required in addition to the above for all projects with landscape areas above 2500 square feet.			
160	All trees shall be double staked with vinyl type ties nailed to the lodge pole stakes in at least two vertical locations. Trees in high wind corridors or trees requiring special support measures shall require additional staking and or specialized staking material as needed. Trees shall be freed from nursery stake as soon as possible and allow to develop a strong trunk taper and overall root system.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
161	Root barriers shall be installed for all trees planted within 5 feet of hardscape, paving, or walls/ structures. All trees requiring root barriers shall extend 10' from the center of the trunk in either direction and be a minimum of 24" deep. This shall be reflected on the landscape construction plan.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
162	Any planting lost due to utility clearance requirements shall be added or plant material upsized at other project locations to maintain the approved plant quantities and overall site quality.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
163	Trees shall be selected for a structure that is properly weighted, with no co-dominate stems or other Nursery produced issue that will cause maintenance and safety issues at a later time. This may require structure pruning at the time of planting to correct any deficiency and promote an urban canopy where trees are given the best chance at flourishing.	Prior to Issuance of Certificate of Occupancy (Landscape)	Planning Division	
164	Prior to the request for final inspection the Applicant shall have completed the installation of all landscape items and passed all construction sequence inspections. The applicant shall supply a substantial completion letter by the Landscape Architect of record in addition to having a completed 3rd party water audit with report, as	Prior to Issuance of Certificate of Occupancy or Request for Final Inspection	Planning Division	

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	built documents, and controller charts. Failure to do so will result in delays for final inspection and or sign off.	(Landscape)		
165	All parkway landscaping shall be guaranteed for a period of one (1) year from the date of the City Engineer acceptance. Any landscaping that fails during the one (1) year landscape maintenance period shall be replaced with similar plant material to the satisfaction of the City Engineer, and shall be subject to a subsequent one (1) year landscape maintenance period.	Prior to issuance of Certificate of Occupancy	Public Works Department	
166	The development shall be annexed into all applicable CFD and/or LMD for traffic signals, street lights, full capture systems for all storm drains and landscape maintenance of raised landscape median and public parkways, to the satisfaction of the City Engineer or otherwise form a district where one is not currently in place.	Prior to issuance of Certificate of Occupancy	Public Works Department	
167	All existing overhead utility lines shall be undergrounded within the project frontage(s). Utility undergrounding shall extend to the nearest off-site power pole. Unless City Engineer approved, no new power poles shall be installed. A letter from the owners of the affected utilities shall be submitted to the City Engineer prior to approval of the Precise Grading/Paving Plan, informing the City that they have been notified of the City's utility undergrounding requirement and their intent to commence design of utility undergrounding plans. When available, the utility undergrounding plan shall be submitted to the City Engineer identifying all above ground facilities in the area of the project to be undergrounded.	Prior to issuance of Certificate of Occupancy	Public Works Department	
168	Upon City Engineer approval of any improvement plan, the improvement plan shall be provided to the City in digital format, consisting of a DWG (AutoCAD drawing file), DXF (AutoCAD ASCII drawing exchange file), and PDF (Adobe Acrobat) formats. Variation of the type and format of the digital data to be submitted to the City may be authorized, upon prior City Engineer approval.	Prior to issuance of Certificate of Occupancy	Public Works Department	

169	Prior to issuance of a certificate of occupancy or final City approvals, demonstrate that all structural BMP's have been constructed and installed in conformance with approved plans and specifications, and as identified in the approved WQMP.	Prior to issuance of Certificate of Occupancy	Public Works Department	
170	Provide certification from JCSD to demonstrate that all water and/or wastewater service accounts have been documented.	Prior to issuance of Certificate of Occupancy	Public Works Department	
171	All damaged, destroyed, or modified pavement legends, traffic control devices, signing, striping, and street lights, associated with the proposed development shall be replaced.	Prior to issuance of Certificate of Occupancy	Public Works Department	
172	Remove existing, and construct new pavement with a minimum pavement section per the City Standards along the entire half-width street frontage in accordance with City of Eastvale Standard Drawings. The pavement section shall be determined using appropriate Traffic Index ("TI") accepted by the City Engineer. A California registered Geotechnical Engineer shall design the pavement section using "R" values from the project site and submitted to the City Engineer for approval. Alternatively, depending on the existing street condition and as approved by the City Engineer, a street overlay, slurry seal, or other repair can be performed to preserve recent pavement improvements.	Prior to issuance of Certificate of Occupancy	Public Works Department	
173	Construct an Americans with Disabilities Act (ADA) compliant sidewalk behind curb along the entire frontage in accordance with the General Plan, any Specific Plan, the City of Eastvale Standard Drawings, subject to the approval of the City Engineer.	Prior to issuance of Certificate of Occupancy	Public Works Department	
174	On Sumner Avenue and Orange Street, construct a City Engineer approved commercial driveway approach in accordance with City of Eastvale Standard Drawings. The driveway approach shall be constructed so the top of "X" is 5 feet from the property line. Nothing shall be constructed or planted in the corner cut-off area which does	Prior to issuance of Certificate of Occupancy	Public Works Department	

	or will exceed 30 inches in height required to maintain an appropriate corner sight distance.			
175	Construct a curb ramp meeting current California State Accessibility standards along both sides of the commercial driveway approach. The developer shall ensure that an appropriate path of travel, meeting ADA guidelines, is provided across the driveway, and shall adjust the location of the access ramps, if necessary, to meet ADA guidelines, subject to the approval of the City Engineer. If necessary, additional pedestrian and sidewalk easements shall be provided on-site to construct a path of travel meeting ADA guidelines.	Prior to issuance of Certificate of Occupancy	Public Works Department	
176	Developer shall underground all overhead utilities (except transmission lines, 66kv) along Orange Street and Sumner Avenue. All poles shall be removed. If poles must remain to support transmission lines, ADA access must be maintained around those poles.	Prior to issuance of Certificate of Occupancy	Public Works Department	
177	Grind and overlay entire ROW width of Sumner Avenue and Orange Street within the project frontages	Prior to issuance of Certificate of Occupancy	Public Works Department	
178	An in-lieu fee shall be paid for the improvements on Schleisman Road. A cost estimate shall be provided and approved by the City Engineer for the in-lieu fee amount.	Prior to issuance of Certificate of Occupancy	Public Works Department	
179	Install PTZ cameras at each intersection to monitor traffic	Prior to issuance of Certificate of Occupancy	Public Works Department	
180	The developer shall be responsible for coordinating with Riverside Transit Authority(RTA) regarding the location of existing, proposed, and future bus stops along the property frontage of all public streets. The developer shall design street and sidewalk improvements in accordance with the latest RTA bus stop guidelines and in	Prior to issuance of Certificate of Occupancy	Public Works Department	

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	compliance with current accessibility standards pursuant to the Americans with Disabilities Act (ADA) requirements. The developer shall design all bus stops to accommodate the RTA Shelters. The developer shall submit to Public Works verification from RTA acknowledging concurrence with the existing, proposed, and future bus stop improvements in conformance with the Premium Shelter design guidelines.			
181	Install License Plate Reader Cameras to tie-into the existing Citywide system at each traffic signal servicing the property	Prior to issuance of Certificate of Occupancy	Public Works Department	
182	Install conduit for fiber optic along the project frontage to the satisfaction of the City Engineer.	Prior to issuance of Certificate of Occupancy	Public Works Department	
183	Relocate traffic signal and replace all necessary components to accommodate new street right of way	Prior to issuance of Certificate of Occupancy	Public Works Department	
184	A site directory and map which outlines each unit and unit number should be installed at each ingress / egress location.	Prior to Issuance of Certificate of Occupancy	Riverside County Sheriff Department	
Ongoing/ General Conditions				
185	**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.	Ongoing – During project Construction	Building Division	

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186	**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.	Ongoing – During project Construction	Building Division	
187	The applicant shall comply with all provisions and procedures of the Eastvale Building Department related to the plan check review process. (Please contact the Building Department at 951-703-4450.)	Ongoing	Building Division	
188	All construction shall comply with the most recently adopted City and State building codes: 2022 California Building Code 2022 California Residential Code 2022 California Electrical Code 2022 California Mechanical Code 2022 California Plumbing Code 2022 California Fire Code 2022 California Green Code	Ongoing	Building Division	
189	Special Inspections- As indicated by California Building Code Section 1704, the owner shall employ one or more special inspectors who shall provide special inspections when required by CBC Section 1704. Please contact the Building Division at the time of plan submittal to obtain an application for special inspections.	Ongoing	Building Division	

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190	Provide street sweeping services for onsite and offsite within project frontages weekly.	Ongoing	Public Works Department	
191	Remove all graffiti within 24 hours pre-construction, during construction, and after a Certificate of Occupancy is issued.	Ongoing	Public Works Department	
192	A City of Eastvale Encroachment Permit is required for any improvements within the public right-of-way.	Ongoing	Public Works Department	
193	All street cuts for utilities shall be repaired in accordance with City Standard or as recommended; and any interim trench repairs shall consist of compacted backfill to the bottom of the pavement structural section followed by placement of standard base course material in accord by the City Engineer and with the Standard Specifications for Public Work Construction ("Greenbook"). The base course material shall be placed the full height of the structural section to be flush with the existing pavement surface and provide a smooth pavement surface until permanent cap paving occurs using an acceptable surface course material.	Ongoing	Public Works Department	
194	In accordance with City's Moratorium policy to preserve newly paved streets, any and all street and/or trench cuts in newly paved streets will be prohibited or be subject to moratorium street repair standards as reference in Section 12.08.260 of the Eastvale Municipal Code.	Ongoing	Public Works Department	
195	Any and all utility trenches or other excavations within existing asphalt concrete pavement of off-site streets resulting from the proposed development shall be backfilled and repaired in accordance with City of Eastvale Standard Drawings. The developer shall be responsible for removing, grinding, paving and/or overlaying	Ongoing	Public Works Department	

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	existing asphalt concrete pavement of off-site streets including pavement repairs in addition to pavement repairs made by utility companies for utilities installed for the benefit of the proposed development (i.e. Jurupa Community Services District, Southern California Edison, Southern California Gas Company, Time Warner, Verizon, etc.). Multiple excavations, trenches, and other street cuts within existing asphalt concrete pavement of off-site streets resulting from the proposed development may require complete grinding and asphalt concrete overlay of the affected off-site streets, at the discretion of the City Engineer. The pavement condition of the existing off-site streets shall be returned to a condition equal to or better than what existed prior to construction of the proposed development.			
196	Construction signing, lighting and barricading shall be provided during all phases of construction in accordance with City Standards and the direction of the City Engineer. As a minimum, all construction signing, lighting and barricading shall be in accordance with Part 6 "Temporary Traffic Control" of the latest California Manual on Uniform Traffic Control Devices, or subsequent editions in force at the time of construction.	Ongoing	Public Works Department	
197	Any plans that include areas to be classified as a Landscape Maintenance District, Communities Facility District, and or similar instrument to be maintained by the City shall be required to meet the most current Riverside County Transportation and Land Management Agency- Standards and Specifications (https://trans.rctlma.org/landscaping) per Public Works direction.	Ongoing	Planning Division	
198	The developer shall prepare and submit to the City for review and approval all required development plans including but not limited to Grading (Rough and/or Precise), Street Improvement, Street Light, Storm Drain, Traffic Signal, and Striping and Signing. All applicable	Ongoing	Public Works Department	

	processing and review fees and/or deposits shall be submitted with the first plan submittal.			
199	No grading shall be performed without prior issuance of a grading permit by the City.	Ongoing	Public Works Department	
200	All grading shall conform to the California Building Code and to all other relevant laws, rules, and regulations governing grading in the City of Eastvale. Prior to commencing any grading which includes 50 or more cubic yards, the developer shall obtain a grading permit from the Public Works/Engineering Department.	Ongoing	Public Works Department	
201	All necessary measures to control dust shall be implemented by the applicant during grading to the satisfaction of the City Engineer.	Ongoing	Public Works Department	
202	Graded slopes shall be limited to a maximum steepness ratio of 2:1 (horizontal to vertical) unless otherwise approved by the City Engineer.	Ongoing	Public Works Department	
203	If soil is encountered during site development that is suspected of being contaminated by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. The results of the evaluation will be submitted to the County of Riverside Department of Environmental Health, and the appropriate response/remedial measures will be implemented, as directed by County of Riverside Department of Environmental Health, or other applicable oversight agency, until all specified requirements of the oversight agencies are satisfied and a "no-further-action" status is attained. Fill material imported from other areas shall be tested to assess that it is suitable to be used as fill,	Ongoing	Public Works Department	

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	including testing for unsafe levels of hazardous materials, prior to placement on-site.			
204	Common areas of Tentative Tract Map 38032 shall be maintained in sound and aesthetically acceptable conditions, to the satisfaction of the Community Development Director. Landscaping shall remain in a healthy and thriving condition at all times and all amenities provided shall be free of graffiti, safe to use, and in good working order at all times. Further, the area shall be kept tidy and free of all debris.	Ongoing	Code Enforcement Division	
205	On-Site landscaping shall be continually maintained for the life of the project. Landscaping shall be appropriately pruned and/or replaced as necessary throughout the life of the project.	Ongoing	Code Enforcement Division	
206	Residential trash receptacles shall be provided throughout the site in communal areas (pool, cabana, clubhouse, etc.). Receptacles shall continually be maintained.	Ongoing	Planning and Code Enforcement Division	

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INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

SUMNER PLACE RESIDENTIAL DEVELOPMENT

EASTVALE, CALIFORNIA

PLN25-20005

LSA

January 2026

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INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

SUMNER PLACE RESIDENTIAL DEVELOPMENT

EASTVALE, CALIFORNIA

PLN25-20005

Submitted to:

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

Prepared by:

LSA
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Project No. 20252369

LSA

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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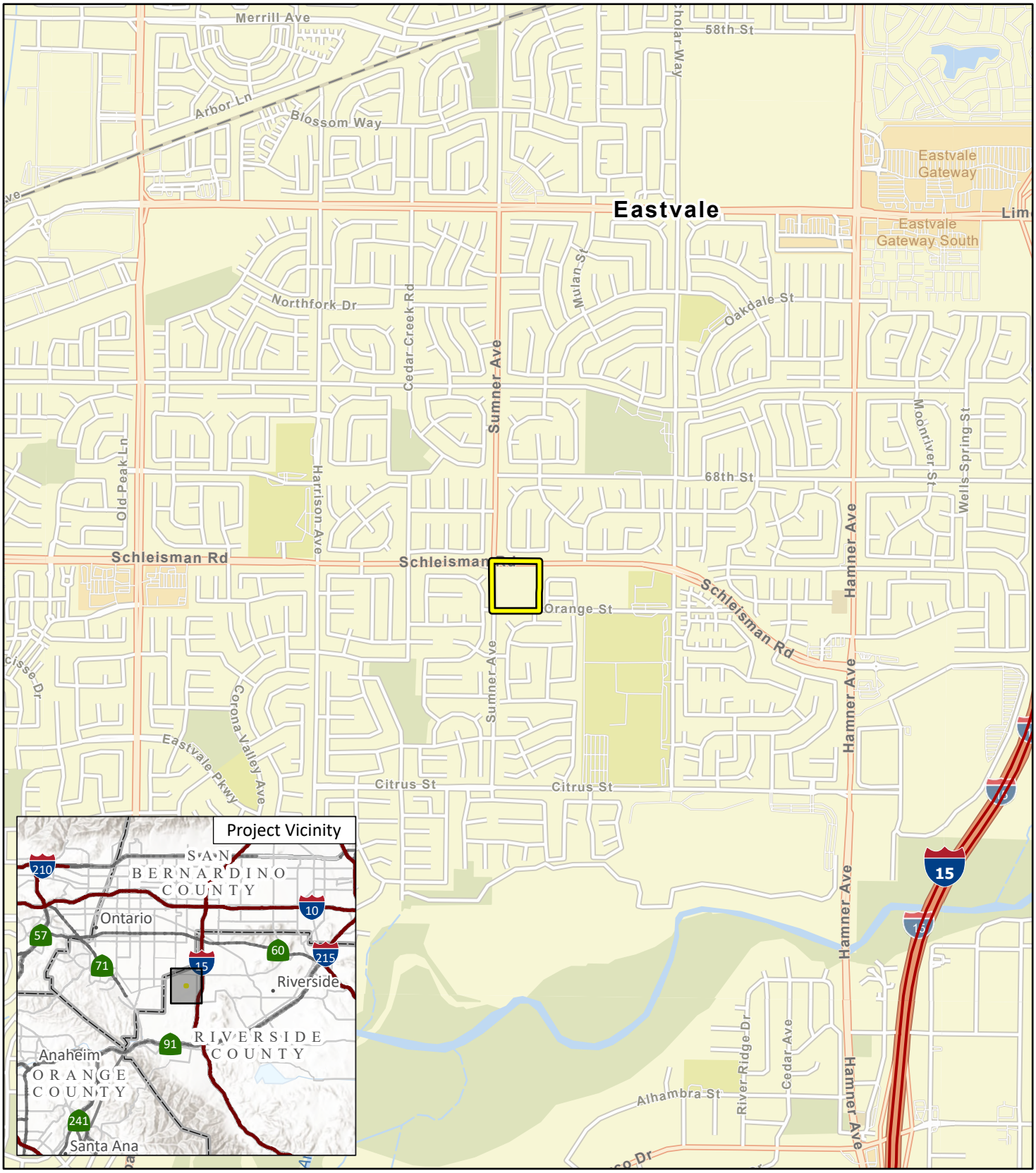

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FIGURE 2-1

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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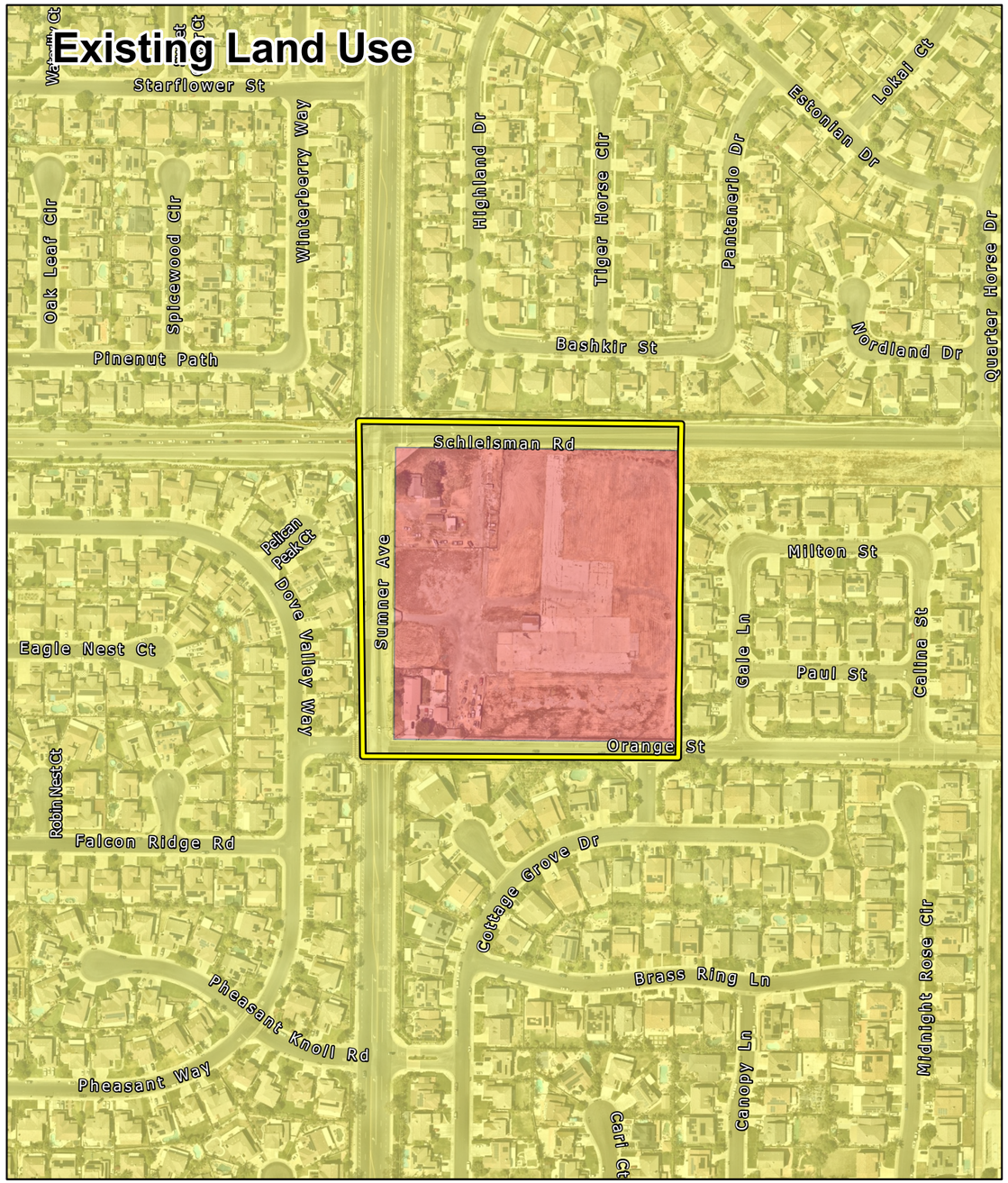

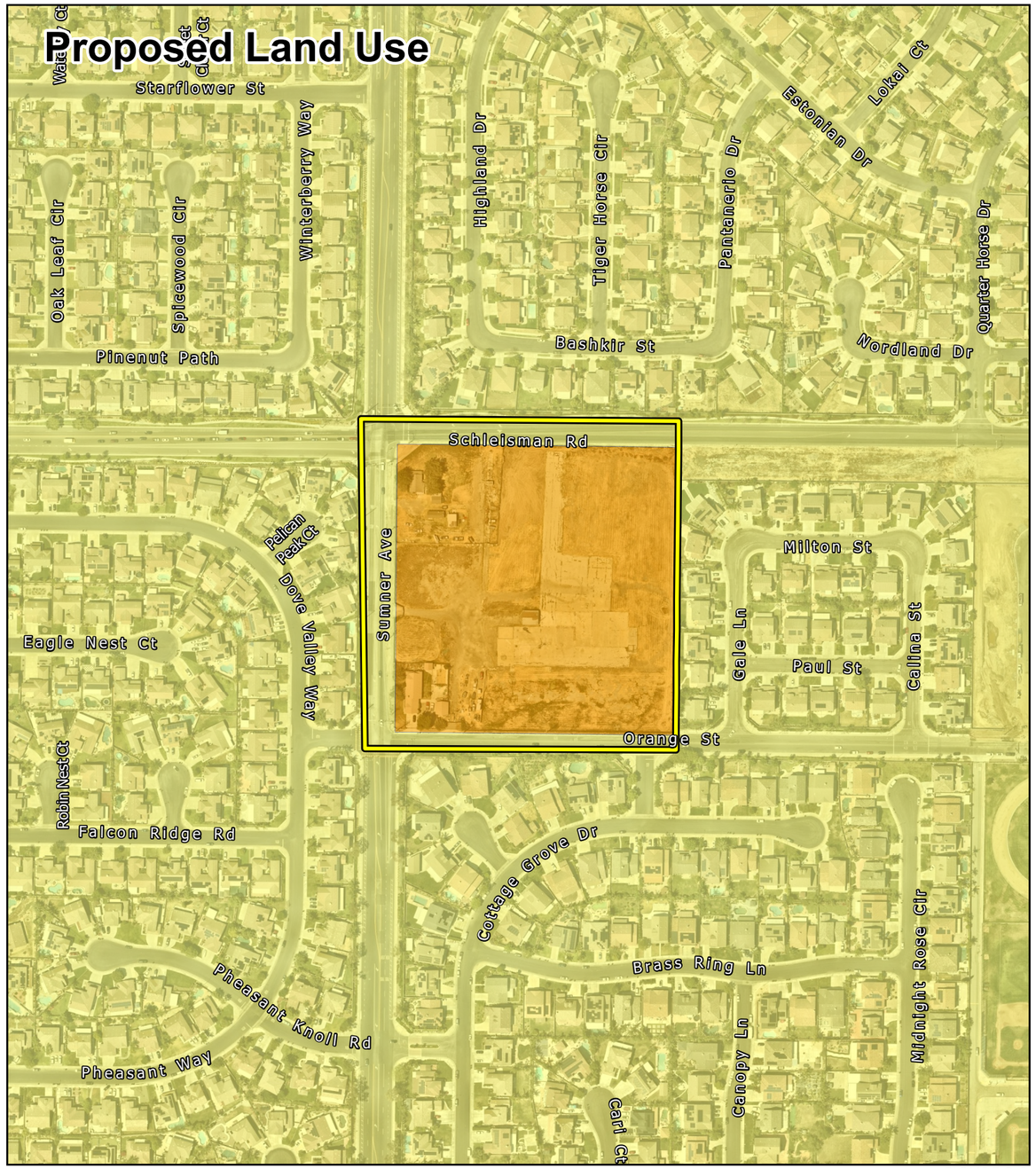

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Project Site

City of Eastvale General Plan Land Use Designations

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

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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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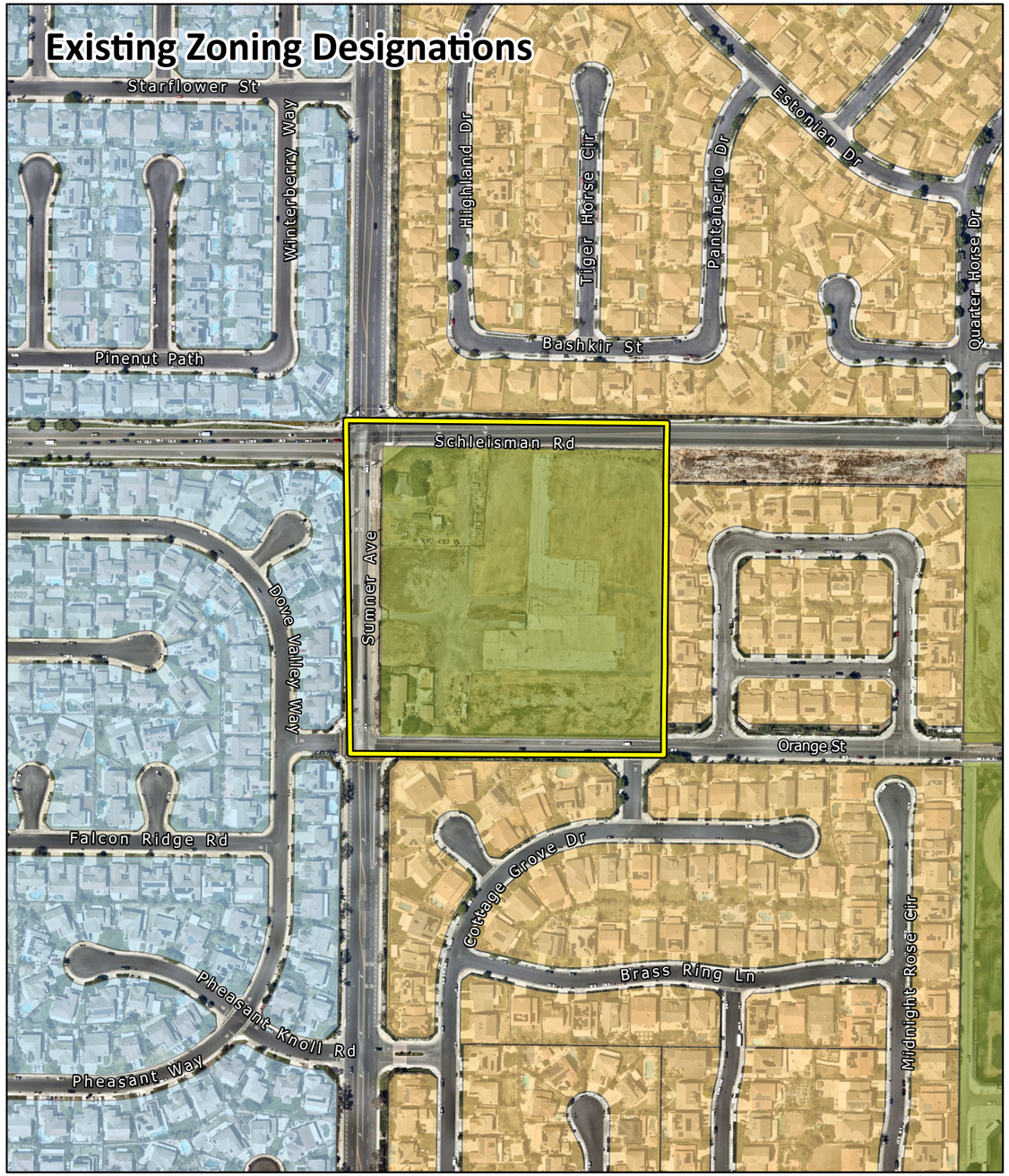

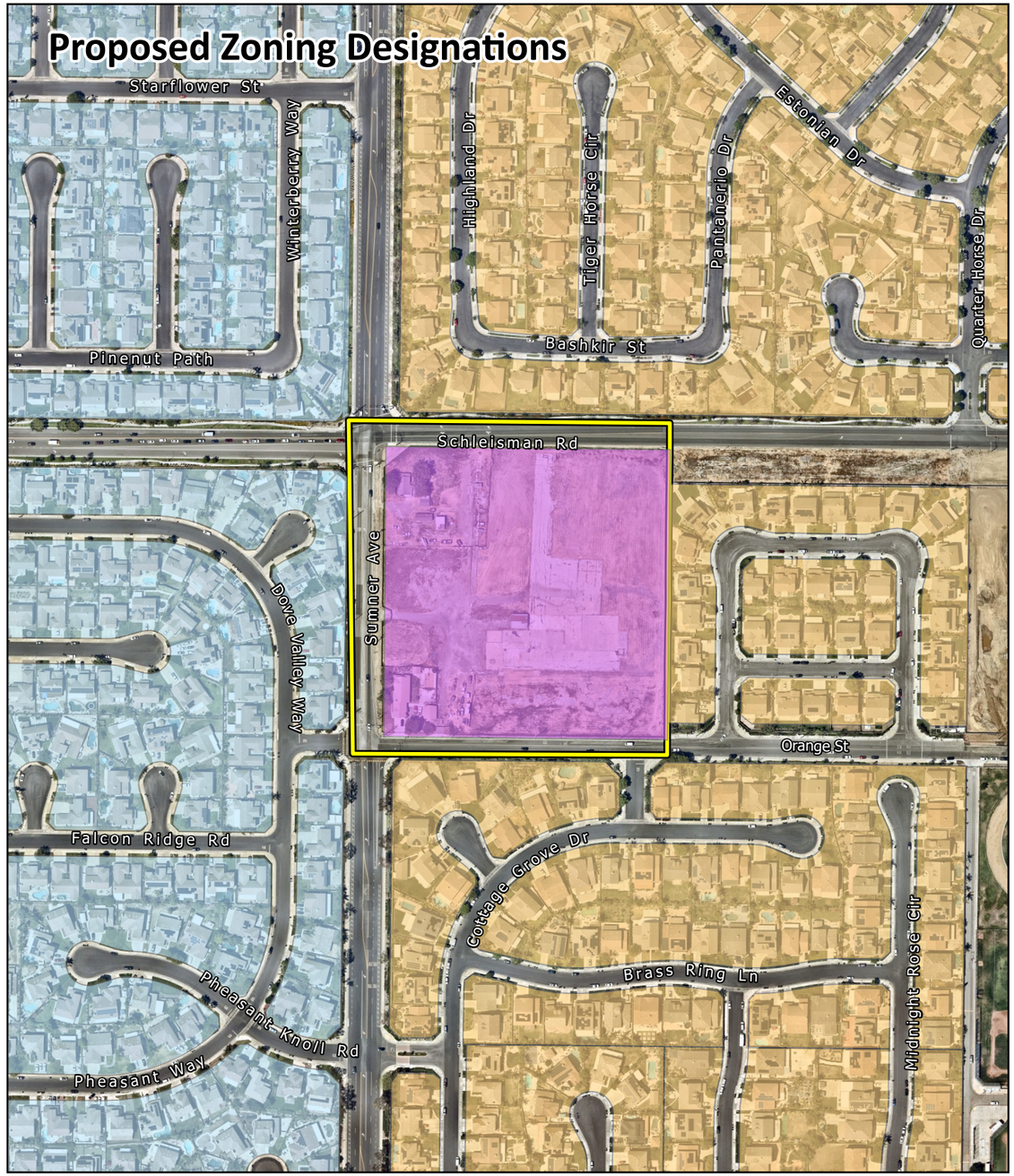

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Project Site

City of Eastvale Zoning Designations

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

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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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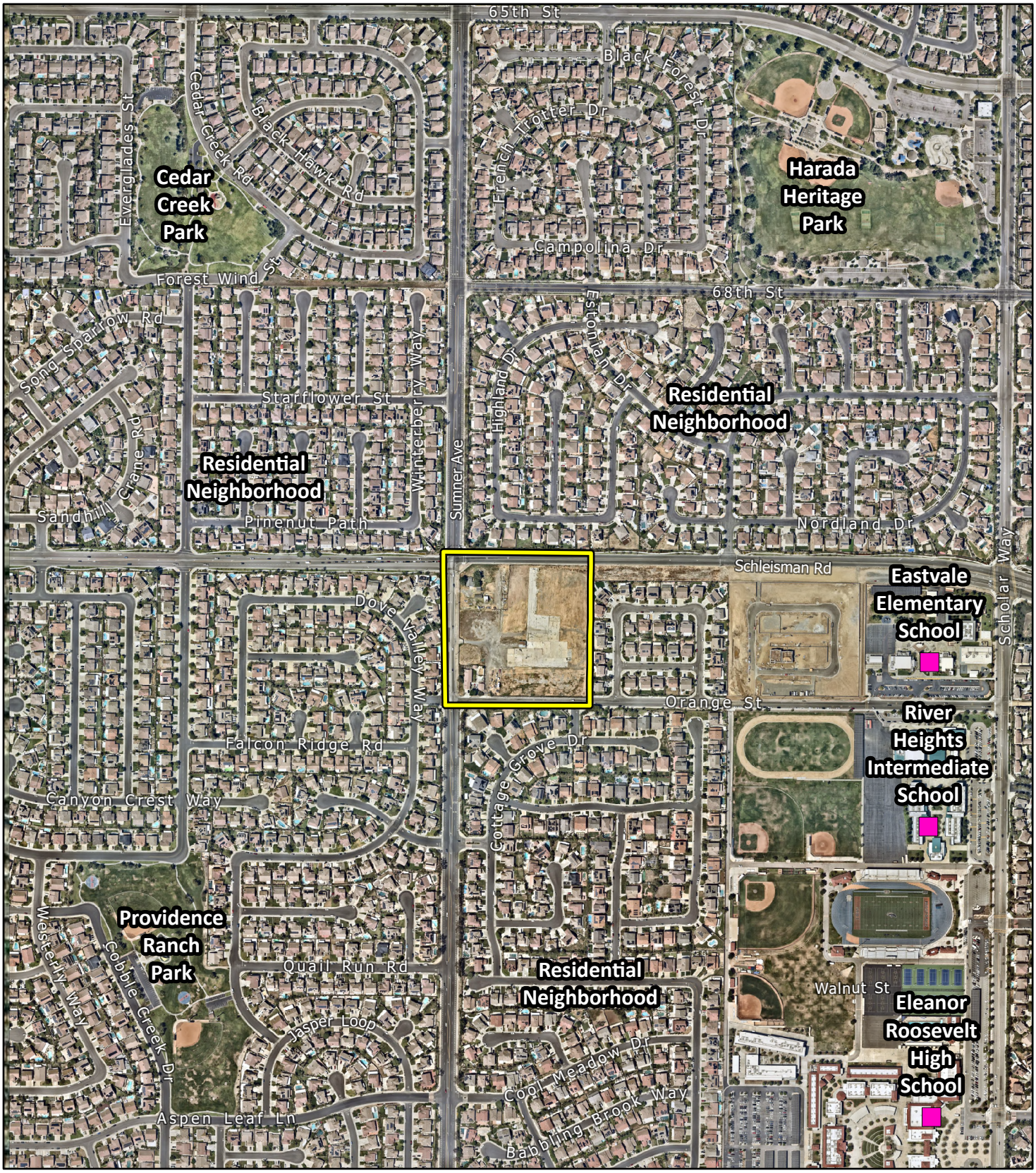

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Project Site

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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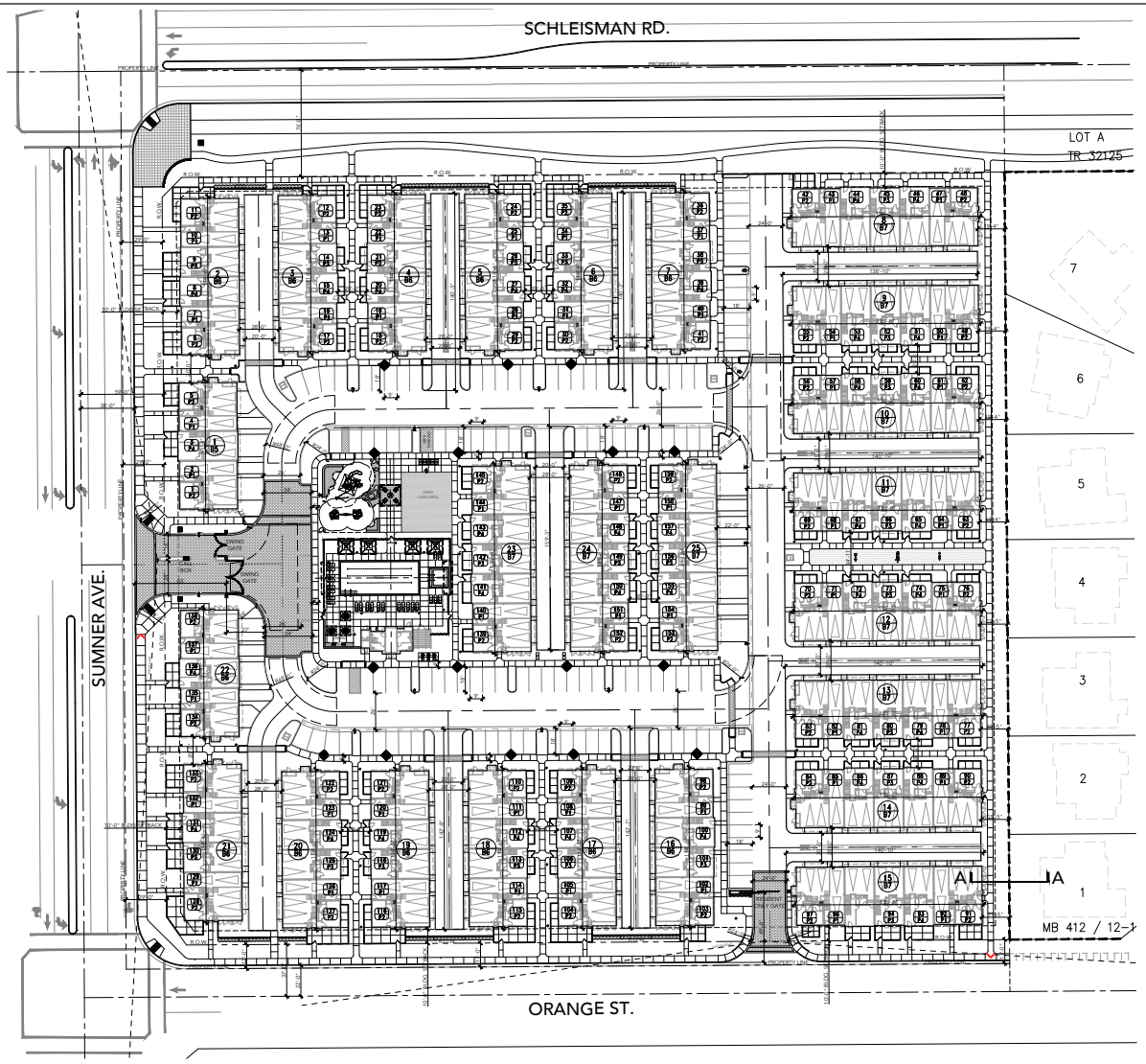

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FIGURE 2-5

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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.

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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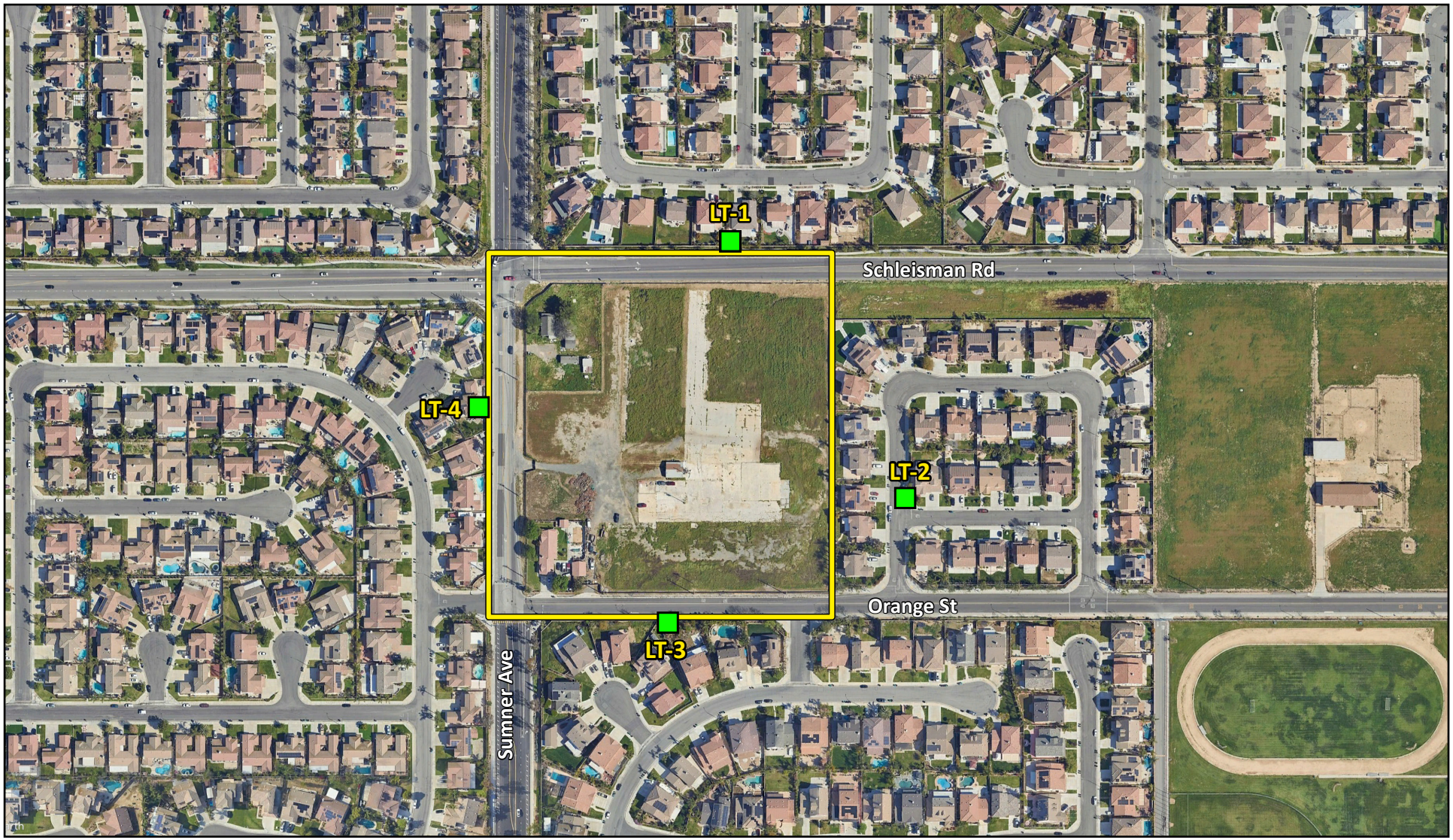

LSA

LEGEND

Project Site Boundary

LT-X Long-term Noise Monitoring Location

N

0 125 250

FEET

FIGURE 4.13-1

Sumner Place Residential Development

Noise Monitoring Locations

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

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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:

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- Carla Cervantes, Biologist
- Eva Newby, GIS Specialist
- Jason Thomas, Graphics & GIS Specialist
- 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*:

- Bill Maddux, INCE, Senior Associate
- 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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CITY OF EASTVALE NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND PLANNING COMMISSION NOTICE OF PUBLIC HEARING FOR PROJECT NO. PLN25-20005 – SUMNER PLACE RESIDENTIAL DEVELOPMENT

NOTICE IS HEREBY GIVEN that the City of Eastvale Planning Commission will hold a public hearing on **Wednesday, February 18, 2026**, at 6:00 p.m. at Eastvale City Hall Council Chambers located at 12363 Limonite Avenue, Suite 900, Eastvale, CA 91752, to consider Project No. PLN25-20005 for the site planning and master building architecture of the for-sale 159-unit attached-town home residential development.

PROJECT DESCRIPTION: The proposed project includes the following entitlements:

1. **General Plan Amendment** from Commercial Retail (CR) to Multi-Family-Low-Moderate (20.1-40 du/acre);
2. **Change of Zone** from Heavy Agriculture (A-2-5) to General Residential (R-3)
3. **Major Development Review** for the development of a for-sale 159-unit attached-town home residential development; and
4. **Tentative Tract Map 38032** for condominium purposes.

PROJECT LOCATION: The project site is located on 7.54 net acres (10 gross acres) of partially developed land, north of Orange Street, south of Schleisman Road, and east of Sumner Avenue (Assessor's Parcel Number 152-040-001). The project site is not located on a hazardous materials site listed under Government Code Section 65962.5.

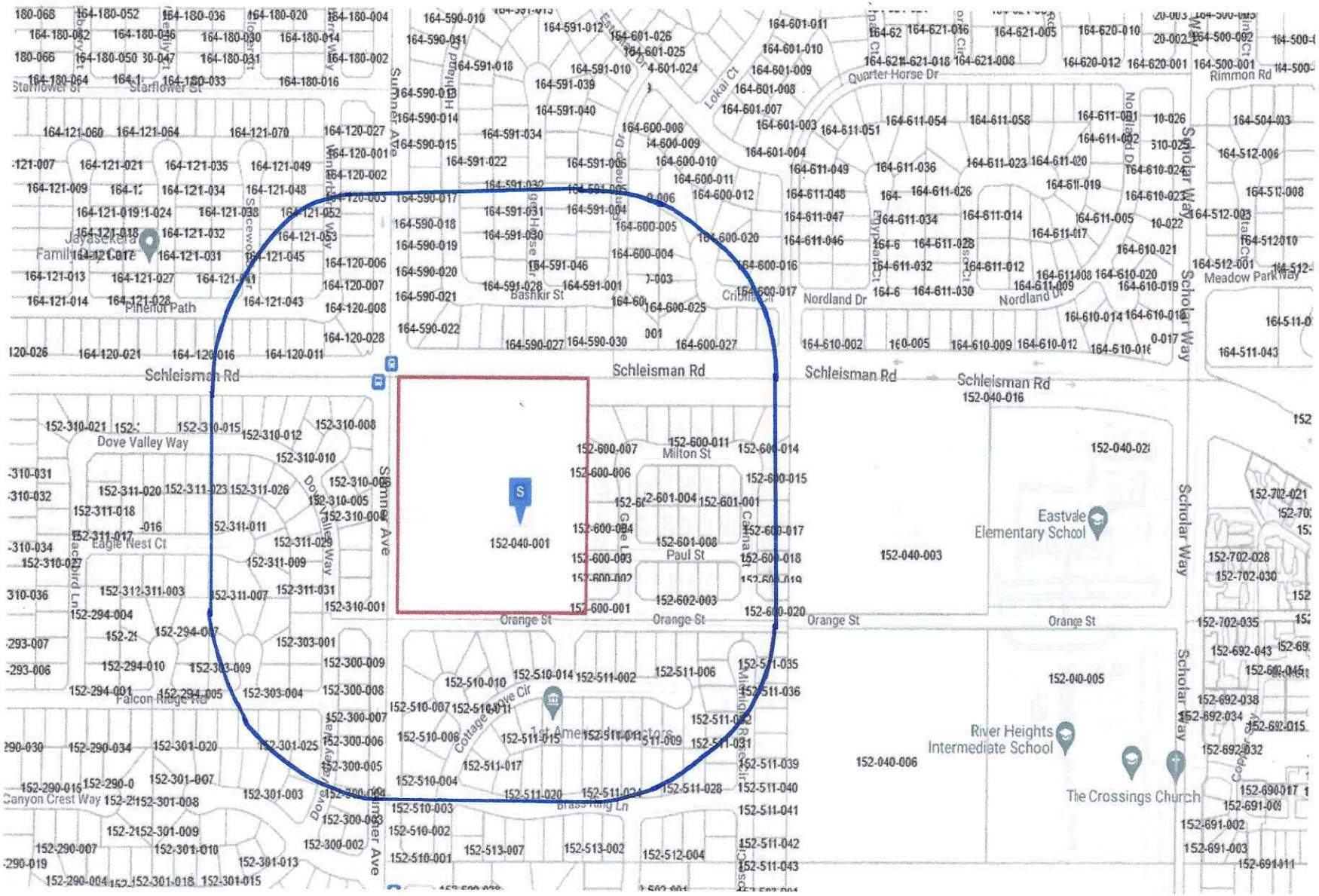
ENVIRONMENTAL: An Initial Study/Mitigated Negative Declaration (IS/MND) was prepared for the project. Based upon the information contained in the IS/MND and pursuant to the requirements of CEQA, it has been determined that this project as proposed, revised, or mitigated will not have a significant impact on the environment. In accordance with CEQA Guidelines Sections 15702 and 15073, the IS/MND is available for a 20-day public review period, beginning on **Wednesday, January 28, 2026,** through **Tuesday, February 17, 2026.** The IS/MND is available at: https://www.eastvaleca.gov/government/community-development/planning/environmental-documents

Any person may submit written comments prior to the public hearing or may appear in person before the Planning Commission to be heard. Written comments may be mailed to the City of Eastvale Planning Division located at 12363 Limonite Avenue, Suite 910, Eastvale, CA 91752 or via email to Allen Lim, Senior Planner at alim@eastvaleca.gov. **For the comments to be presented to the Planning Commission at the meeting, all comments made in writing or via e-mail prior to the public hearing must be received by the City of Eastvale Planning Department no later than Wednesday, February 18, 2026, at 5:00 p.m.** Oral and written comments may be submitted directly to the Planning Commission at the public hearing. If you challenge the project in court, you may be limited to raising only those issues you raised at the public hearing as described in this notice or in written correspondence delivered to the Eastvale Planning Commission prior to or at the public hearing.

If you have any questions on the project, contact Allen Lim, Senior Planner at (951) 703-4461 or alim@eastvaleca.gov.

Project Vicinity Map




Schleisman Rd
Schleisman Rd
Schleisman Rd
Schleisman Rd
Sumner Ave
Scholar Way
Dove Valley Way
Milton St
Paul St
Orange St
Orange St
Orange St
Orange St
Eagle Nest Ct
Falcon Ridge Rd
Canyon Crest Way
Brass Ring Ln
Cottage Grove Cir
Quarter Horse Dr
Nordland Dr
Nordland Dr
Bashkir St
Pinehurst Path
Meadow Park Way
Rimmon Rd
Eastvale Elementary School
River Heights Intermediate School
The Crossings Church
1st American Store
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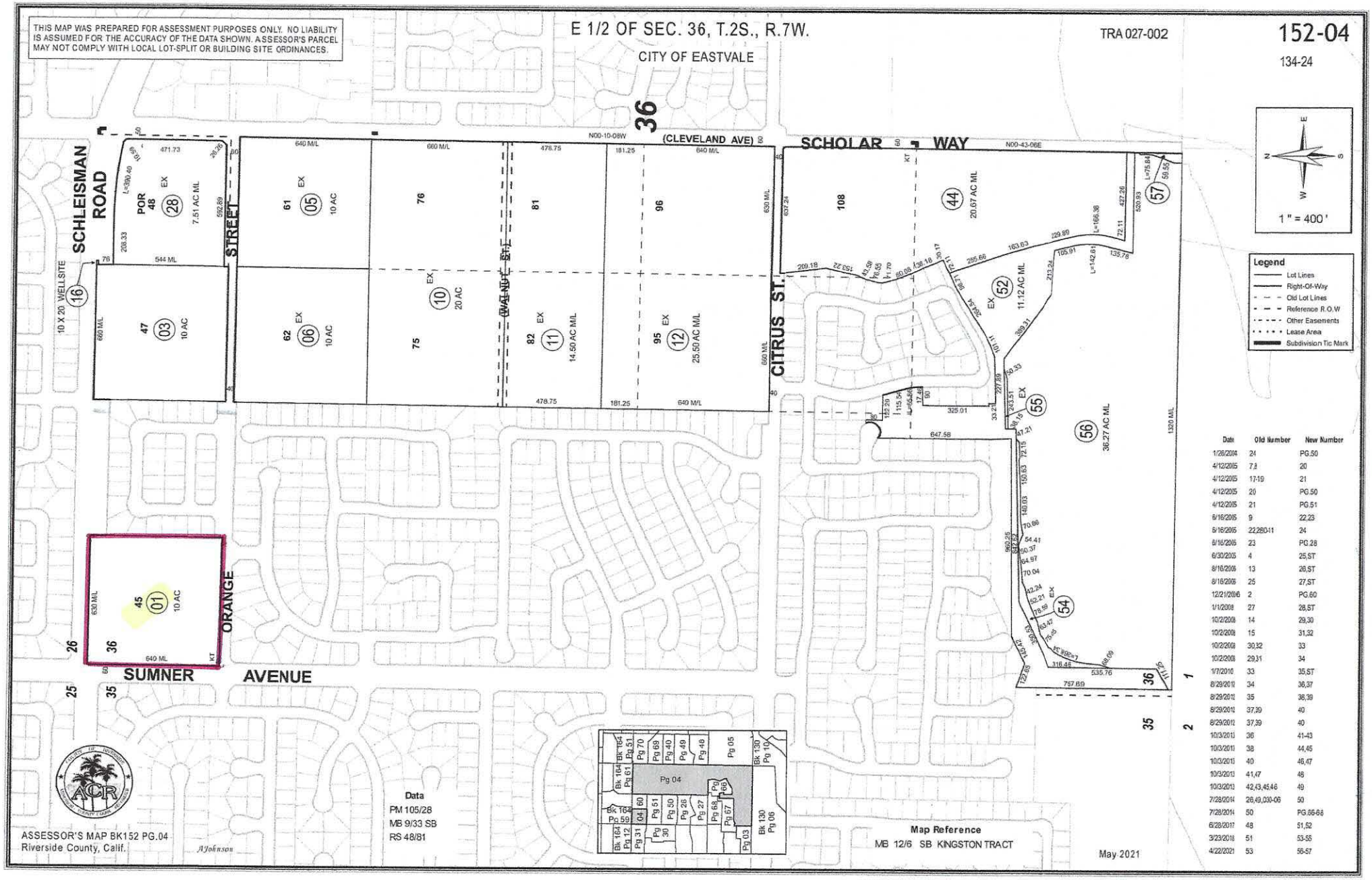
152-040-006
152-040-016

15/16" = 600'



Date	Old Number	New Number
1/26/2004	24	PG.50
4/12/2005	7,8	20
4/12/2005	17-19	21
4/12/2005	20	PG.50
4/12/2005	21	PG.51
6/16/2005	9	22,23
6/16/2005	22,280-11	24
6/16/2005	23	PG.28
6/30/2005	4	25,ST
8/16/2005	13	26,ST
8/16/2005	25	27,ST
12/21/2006	2	PG.60
1/1/2008	27	28,ST
10/2/2008	14	29,30
10/2/2008	15	31,32
10/2/2008	30,32	33
10/2/2008	29,31	34
1/7/2010	33	35,ST
8/29/2011	34	36,37
8/29/2011	35	36,39
8/29/2011	37,39	40
8/29/2011	37,39	40
10/3/2013	36	41-43
10/3/2013	38	44,45
10/3/2013	40	46,47
10/3/2013	41,47	48
10/3/2013	42,43,45,46	49
7/28/2014	26,49,030-06	50
7/28/2014	50	PG.66-68
6/28/2017	48	51,52
3/23/2018	51	53-55
4/22/2021	53	56-57


ASSESSOR'S MAP BK164 PG.60
Riverside County, Calif.
J Morgan
DEC 29 2009
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.
68TH STREET
LOT C
LOT T
ABYSSINIAN COURT
LOT E
LOKAI COURT
LOT L
ESTONIAN DRIVE
LOT F
PANTANERIO DRIVE
LOT J
QUARTER HORSE DRIVE
CRIOLLA CIRCLE
LOT P
SCHLEISMAN ROAD
LOT A
POR. SW 25 T.2S R.7W
TRA 059-161
Map Reference
MB 424/94 - 109 TRACT MAP NO. 30931-1
November 2009
Legend
Lot Lines
Right-Of-Way
Old Lot Lines
Reference R.O.W
Other Easements
Lease Area
Subdivision Tic Mark
1 " = 100 '
164-60
164-05

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

JAN 02 2007

POR. SEC 36 T.2S.,R.7W

TRA 059-005

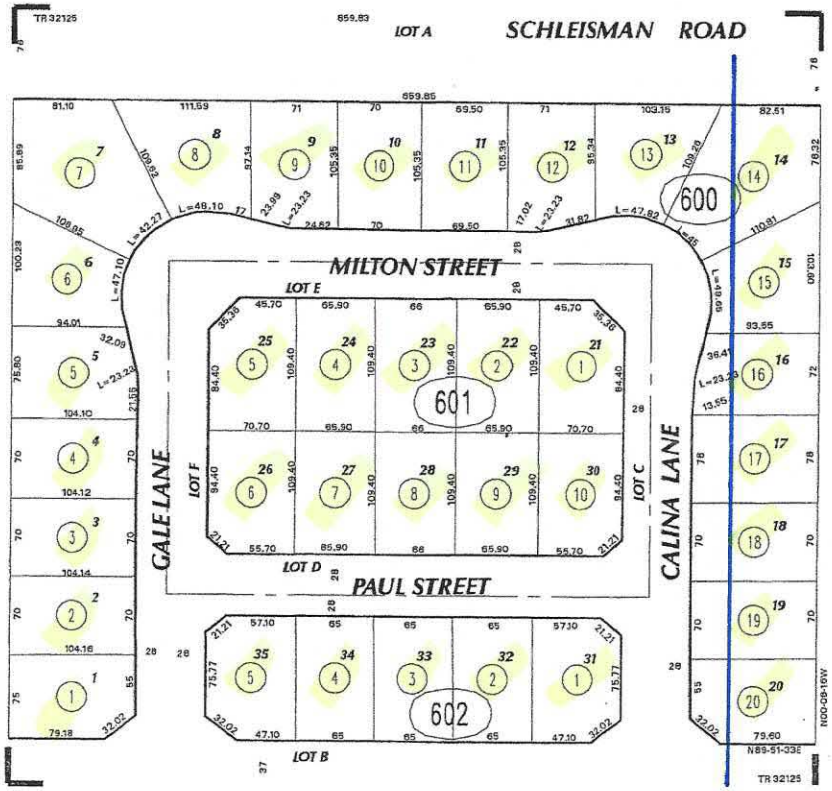
152-60

152-04

1" = 100'
ANGLE = 0

164
05

04



04

51

ASSESSOR'S MAP BK152 PG.60
Riverside County, Calif.

MB 412/12-15 TRACT MAP NO 32125

Dec 2006

THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

APR 18 2005

POR. SEC 36 T.2S.,R.7W

T.R.A. 059-005

152-51

152-04

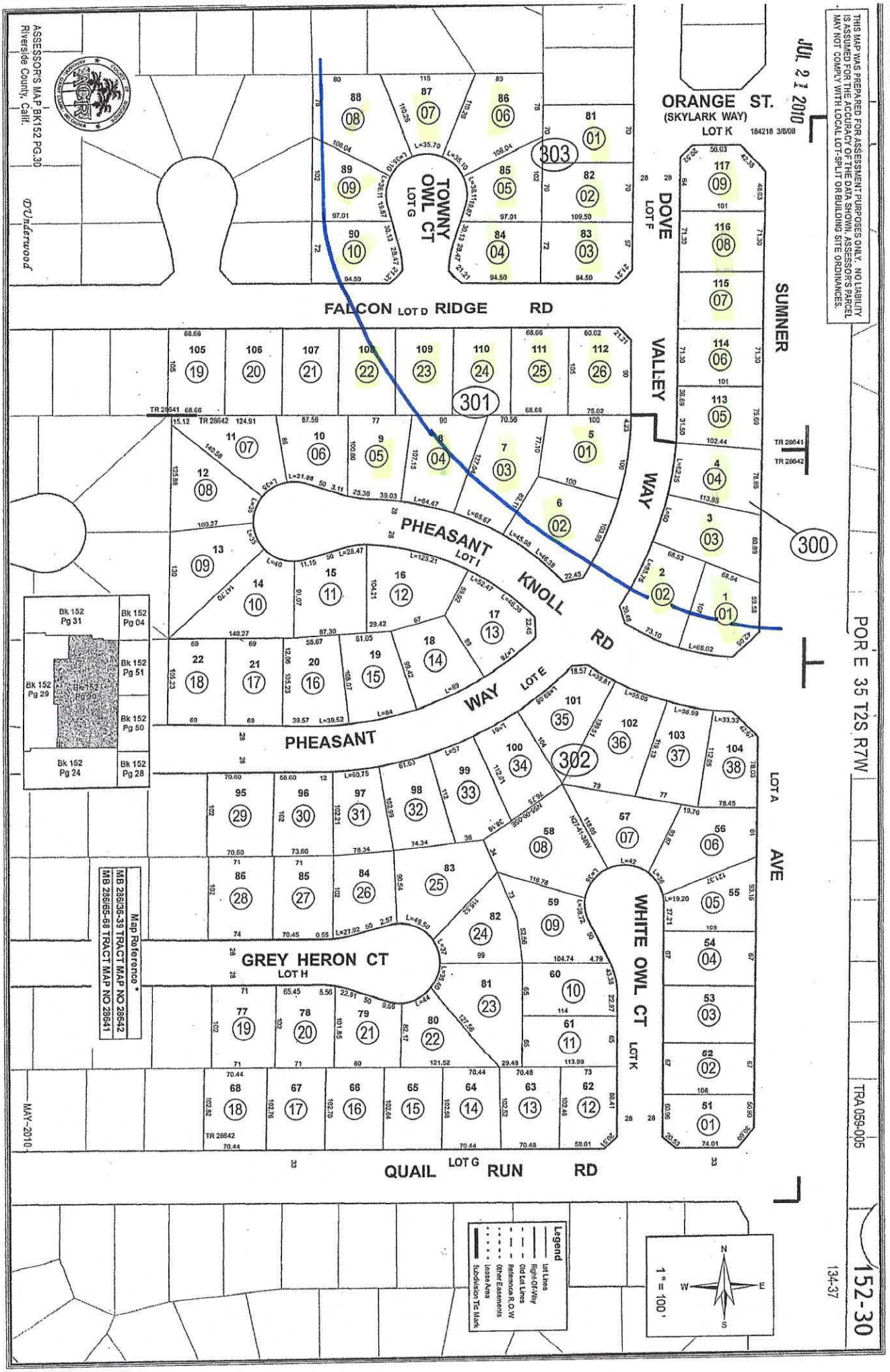
1" = 100'
ANGLE = 0



ASSESSOR'S MAP BK152 PG.51
Riverside County, Calif.

MB 371/61-66 TRACT MAP NO. 30820

Apr 2005


ASSESSOR'S MAP BK152 PG.30
Riverside County, Calif.
Underwood
JUL 21 2010
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.
ORANGE ST.
(SKYLARK WAY)
LOT K
184218 3/8/08
TOWNY OWL CT
LOT G
DOVE
LOT F
SUMNER
VALLEY
WAY
FALCON RIDGE RD
LOT D
PHEASANT KNOLL RD
LOT I
PHEASANT WAY
LOT E
GREY HERON CT
LOT H
WHITE OWL CT
LOT K
AVE
LOT A
QUAIL RUN RD
LOT G
TR 28641
TR 28642
303
301
302
300
Bk 152 Pg 31
Bk 152 Pg 04
Bk 152 Pg 51
Bk 152 Pg 29
Bk 152 Pg 30
Bk 152 Pg 50
Bk 152 Pg 24
Bk 152 Pg 28
Map Reference *
MB 286/36-39 TRACT MAP NO 28642
MB 286/65-68 TRACT MAP NO 28641
MAY-2010
POR E 35 T2S R7W
TRA 059-005
152-30
134-37
Legend
Lot Lines
Right-Of-Way
Old Lot Lines
Reference R.O.W
Other Easements
Loss Area
Subdivision Tie Mark
1" = 100'
N
W
E
S

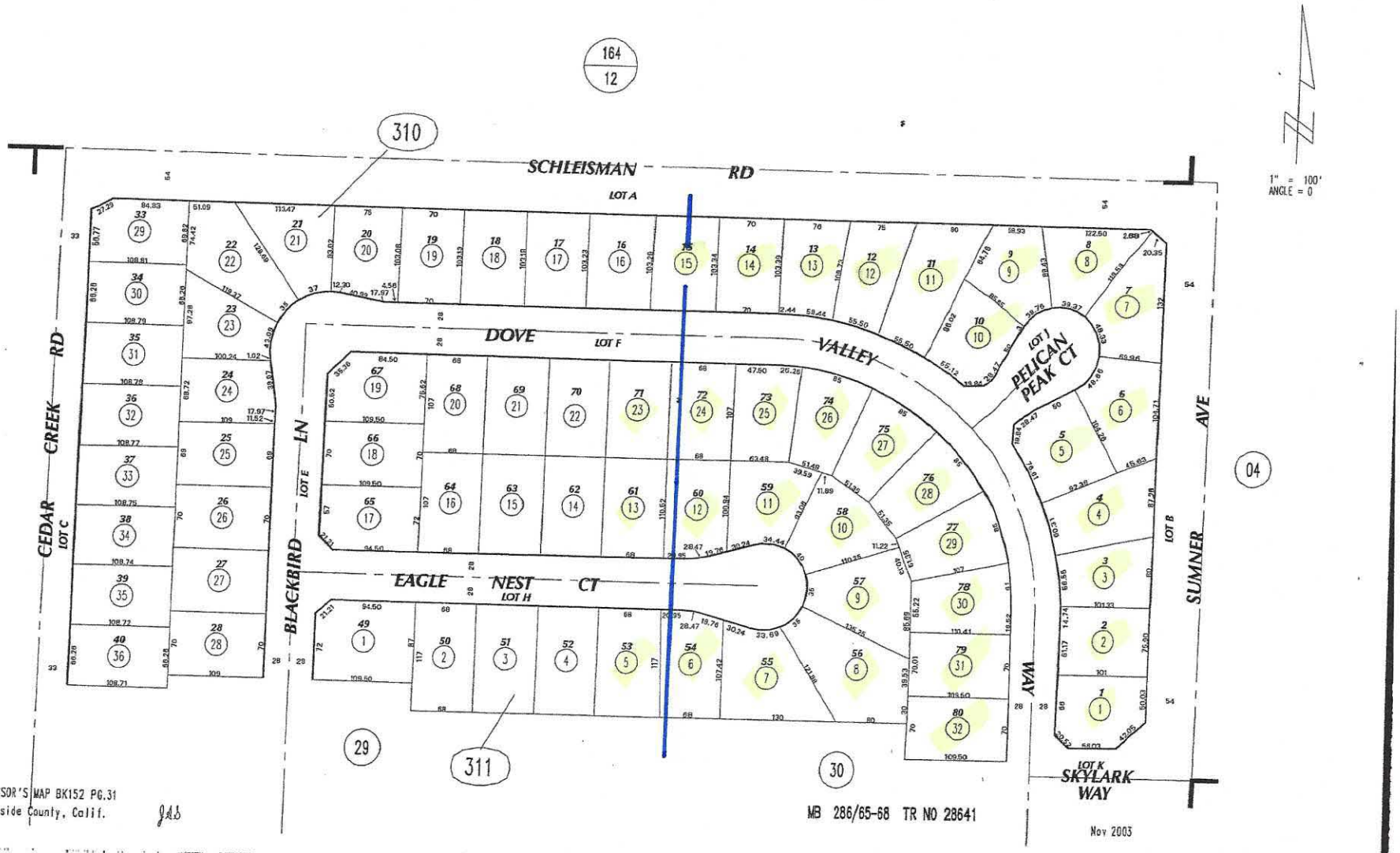
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

POR.E 35 T.2S.,R.7W

T.R.A. 059-005

152-31

134-38



ASSESSOR'S MAP BK152 PG.31
Riverside County, Calif.

MB 286/65-68 TR NO 28641

Nov 2003

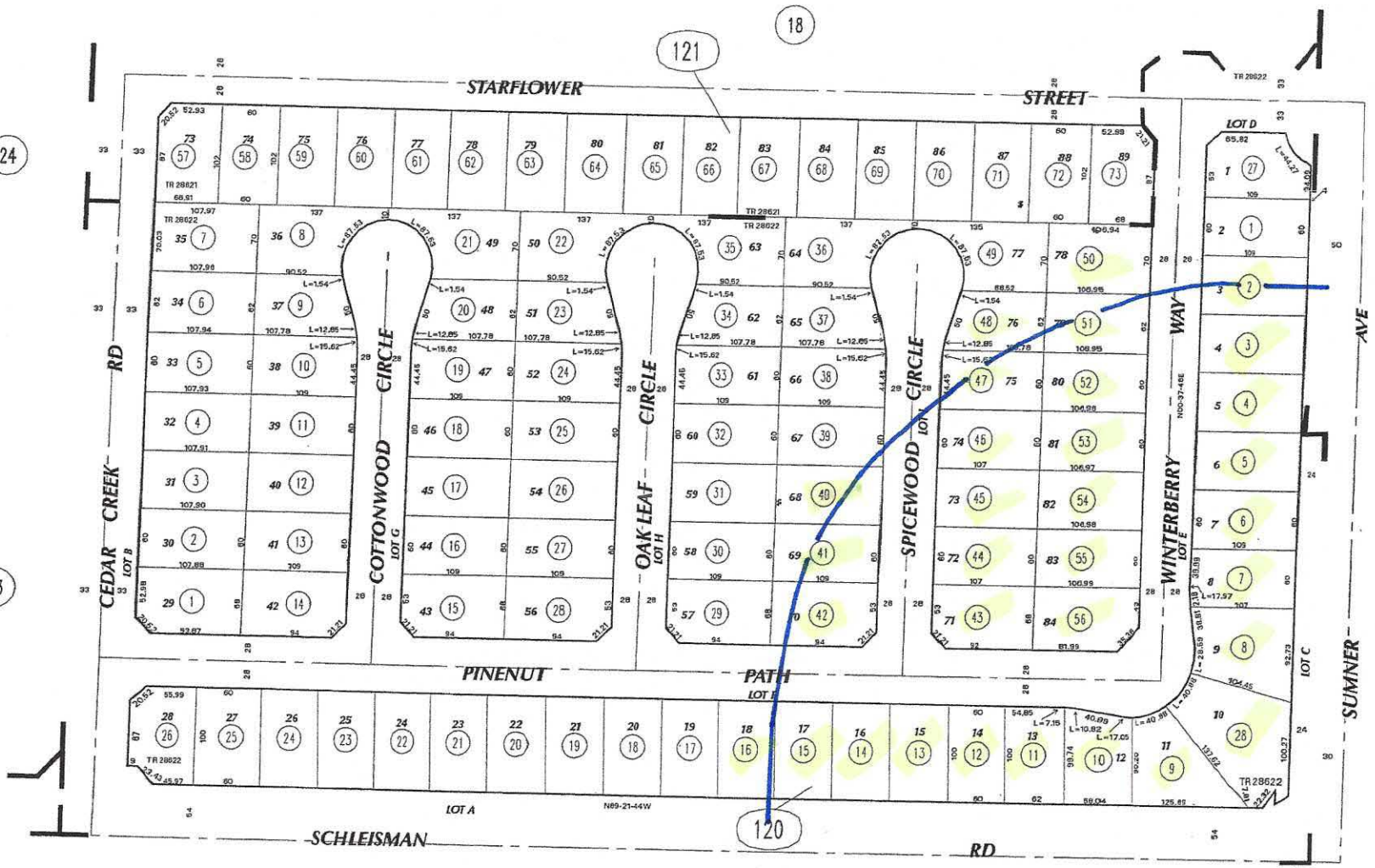
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.

POR.SE 26 T.2S.,R.7W

T.R.A. 059-005

164-12

134-43



1" = 100'
ANGLE = 0

ASSESSOR'S MAP BK164 PG.12
Riverside County, Calif.

MB 289/59-62 TR NO 28622
MB 304/87-90 TR NO 28621

Nov 2003


ASSESSOR'S MAP BK164 PG.59
Riverside County, Calif.
J Morgan
DEC 29 2009
THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSES ONLY. NO LIABILITY IS ASSUMED FOR THE ACCURACY OF THE DATA SHOWN. ASSESSOR'S PARCEL MAY NOT COMPLY WITH LOCAL LOT-SPLIT OR BUILDING SITE ORDINANCES.
68TH STREET
LOT C
LOT T
LOT U
STANDARDBRED CIRCLE
HIGHLAND
ESTONIAN DRIVE
LOT F
LOT B
SUMNER AVENUE
LOT E
DRIVE
TIGER HORSE CIRCLE
LOT I
PANTANERIO DRIVE
LOT J
BASHKIR STREET
LOT K
LOT A
SCHLEISMAN ROAD
590
591
Pg 64
Pg 29
Pg 18
Pg 12
Pg 59
Pg 60
Bk 152 Pg 31
Bk 152 Pg 04
Bk 152 Pg 60
Map Reference
MB 424/94 - 109 TRACT MAP NO. 30931-1
November 2009
POR. SW 25 T.2S R.7W
TRA 059-161
Legend
Lot Lines
Right-Of-Way
Old Lot Lines
Reference R.O.W
Other Easements
Lease Area
Subdivision Tic Mark
N
W
E
S
1 " = 100 '
164-59
164-05