

Draft Environmental Impact Report
SCH No. 2020110449

Rubidoux Commerce Park Project

Master Application MA 17132
City of Jurupa Valley, California

Lead Agency
City of Jurupa Valley
8930 Limonite Avenue
Jurupa Valley, CA 92509

CEQA Consultant
T&B Planning, Inc.
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Lead Agency Discretionary Permits
General Plan Amendment No. 18003
Zone Change No. 21003
Site Development Permit No. 19008
Tentative Parcel Map No. 37677
Development Agreement No. 19001

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Appendix D	**Construction Health Risk Memorandum**
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Appendix I	**Energy Impact Analysis**
Appendix J	**Geotechnical Engineering Investigation**
Appendix K	**Paleontological Assessment**
Appendix L	**Greenhouse Gas Emissions Analysis**
Appendix M	**Phase I Environmental Site Assessment**
Appendix N	**Preliminary Hydrology Calculations**
Appendix O	**Preliminary Water Quality Management Plan**
Appendix P	**Supplemental Soil Infiltration Study**
Appendix Q	**Noise Impact Analysis**
Appendix R	**Traffic Impact Analysis**
Appendix S	**Vehicle Miles Traveled Analysis**
Appendix T	**Water Supply Assessment**

ACRONYMS AND ABBREVIATIONS

Acronym	Definition
§	Section
>	greater than
≥	greater than or equal to
a.m.	Ante Meridiem (between the hours of midnight and noon)
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
AB 52	Native Americans: California Environmental Quality Act
AB 1493	Pavley Fuel Efficiency Standards
AB 1327	California Solid Waste Reuse and Recycling Act
AB 939	California Solid Waste Integrated Management Act
AB 1881	California Assembly Bill 1881, California Water Conservation Act of 2006
AC	Acres
ACEO	Army Corps of Engineers
ACMs	Asbestos Containing Materials
ADT	Average Daily Traffic
AFY	Acre Feet per Year
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMSL	Above Mean Sea Level
A-P Act	Alquist-Priolo Earthquake Fault Zoning Act
APN	Assessor Parcel Number
AQMP	Air Quality Management Plan
ARB	Air Reserve Base
ASTM	American Society of Testing and Materials
ASTs	Above ground storage tanks
Av.	Avenue
BACM	Best Available Control Measure
B.C.	Before Christ
bgs	Below ground surface
Blvd.	Boulevard
BMPs	Best Management Practices
BUOW	Burrowing Owl

CA	California
CAA	Federal Clean Air Act
CAAQS	California Ambient Air Quality Standards
CAFE	Corporate Average Fuel Economy
CalEEMod™	California Emissions Estimator Model
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CBC	California Building Code
CBSC	California Building Standards Code
CCR	California Code of Regulations
CCAA	California Clear Air Act
CD	Consistency Determination
CDC	California Department of Conservation
CDE	California Department of Education
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEPA	California Environmental Protection Agency
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFCs	Chlorofluorocarbons
C_2F_6	Hexaflouroethane
CF_4	Tetraflouromethane
CFGC	California Fish and Game Code
CFR	Code of Federal Regulations
CFS	Cubic Feet per Second
CGS	California Geologic Survey
C_2H_6	Ethane
CH_4	Methane
CHRIS	California Historic Resources Information System
CIWMB	California Integrated Waste Management Board
CLCA	California Land Conservation Act
CMP	Congestion Management Program
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CO	Carbon Monoxide

COG	Council of Governments
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalent
CPUC	California Public Utilities Commission
CRPR	California Rare Plant Ranking
CTP	Clean Truck Program
CWA	Clean Water Act
CWL	California Watch List
DA	Development Agreement
dB	Decibel
dBA	A-weighted Decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DIF	Development Impact Fee
DOSH	Division of Occupational Safety and Health
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
DU	Dwelling Unit
DWR	Department of Water Resources
EDR	EDR Sanborn
EIR	Environmental Impact Report
EMFAC	Emission Factor Model
EO	Executive Order
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
et seq.	et sequentia, meaning "and the following"
EV	Electric Vehicle
F	Fahrenheit
FAA	Federal Aviation Administration
FAR	floor area ratio
FC	Federal Candidate
FE	Federally Endangered
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHSZ	Fire Hazard Severity Zone
FIRM	Flood Insurance Rate Map
FT	Federally Threatened
FTA	Federal Transit Association

FY	Fiscal Year
GCC	Global Climate Change
Gg	Gigagrams
GHG	Greenhouse Gas
GIS	Geographic Information System
GP	General Plan
GPA	General Plan Amendment
gpd	Gallons per Day
gpm	Gallons per minute
GPS	global position system
GWP	Global Warming Potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCM	Highway Capacity Manual
HCP	Habitat Conservation Plan
HDV	Heavy-duty vehicles
HFCs	Hydrofluorocarbons
HMBEP	Hazardous Materials Business Emergency Plan
HMMD	Hazardous Materials Management Division
HMMP	Hazardous Materials Management Plan
HMTA	Hazardous Materials Transportation Act
HMTAUSA	Hazardous Materials Transportation Uniform Safety Act
Hp	horsepower
HPLV	High Pressure Low Volume
HRI	Historical Resource Inventory
HSC	Health and Safety Code
HUC	Hydrologic Unit Code
HVAC	Heating, Ventilation, and Air Conditioning
HWCL	Hazardous Waste Control Law
I	Interstate
i.e.	that is
IBC	International Building Code
ICU	Intersection Capacity utilization
INCE	Institute of Noise Control Engineering
IPCC	Intergovernmental Panel on Climate Change
IS	Initial Study
ITE	Institute of Transportation Engineers
ITP	incidental take permit

JPR	Joint Project Review
kg	kilogram
kBTU	kilo-British thermal units
kWh	kilowatt-hour
LBP	Lead based paint
lbs	pounds
LDA	Light duty autos
LDV	Light duty vehicles
LED	light-emitting diode
Leq	equivalent continuous sound level
LHD	light-heavy duty trucks
LID	low impact development
Lmax	Maximum level measured over the time interval
Lmin	Maximum level measures over the time interval
LOMR	Letter of Map Revision
LOS	Level of Service
LSA	Lake and Streambed Alteration
LSTs	Localized Significance Thresholds
LUST	Leaking Underground Storage Tank
MA	Master Application
M-M	Manufacturing Medium
M_3	Cubic Meter
MBTA	Migratory Bird Treaty Act
MC	Municipal Code
MDP	Master Drainage Plan
MEI	maximally exposed individual
mg	milligrams
MGD	million gallons per day
MM	Mitigation Measure
MMRP	Mitigation Monitoring and Reporting Program
Mph	Miles per hour
MPO	Metropolitan Planning Organization
MRZ-3	Mineral Resource Zone 3
MRF	Material Recovery Facility
MS4	Municipal Separate Storm Sewer System

MSHCP	Multiple Species Habitat Conservation Program
MT	metric ton
MWD	Metropolitan Water District
N/A	Not Applicable
N_2	Nitrogen
n.d.	no date
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Planning
NESPA	Narrow Endemic Plant Survey Area
NEPSSA	Narrow Endemic Plant Species Survey Areas
NHP	National Register of Historic Places
NMFS	National Marine Fisheries Service
No.	Number
NO	Nitric Oxide
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
N_2	Nitrogen
N_2O	Nitrous Oxide
NOA	Notice of Availability
NOC	Notice of Completion
NOP	Notice of Preparation
NPDES	National Pollutant Discharge Elimination System
n.p.	No page
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_2	Oxygen
O_3	Ozone
OEC	Other Environmental Condition
OD	Officially Designated
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
OSHA	Occupational Safety and Health Assessment
Ord.	Ordinance
Pb	Lead
PCBs	Polychlorinated biphenyls
PCEs	Passenger Car Equivalents

PDF	Project Design Feature
p.m.	Post Meridiem (between the hours of noon and midnight)
PM	Particulate Matter
$PM_{2.5}$	Fine Particulate Matter (2.5 microns or smaller)
PM_{10}	Fine Particulate Matter (10 microns or smaller)
Porter-Cologne	Porter-Cologne Water Quality Control Act
ppb	parts per billion
ppm	parts per million
pp.	pages
PPP	Plans, Policies, or Programs
PPV	peak particle velocity
PRC	Professional Regulation Commission
PRC	Public Resources Code
PV	photovoltaic
RCA	Regional Conservation Authority
RCDEH	Riverside County Department of Environmental Health
RCRA	Resource Conservation and Recovery Act
Rd.	Road
REC	Recognized environmental Concerns
ROGs	Reactive Organic Gasses
ROW	Right of Way
RPS	Renewable Portfolio Standards
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RCSD	Rubidoux Community Service District
RWQCB	Regional Water Quality Control Board
RWQCP	Riverside Regional Water Quality Control Plant
SE	State Endangered
SF/s.f.	square foot or square feet
SB18	Bill of Rights for Children and Youth of California
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Sothern California Association of Governments
SCAQMD	Southern Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SCE	Southern California Edison
SCH	California State Clearinghouse (Office of Planning and Research)
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride

SFP	State Fully Protected
SLF	Sacred Lands File
SGMA	Sustainable groundwater management act
SHA	Safe Harbor Agreement
SHMA	Seismic Hazards Mapping Act
SIP	State Implementation Plan
SMARA	Surface Mining Reclamation Act
SO_2	Sulfur Dioxide
SO_4	Sulfates
SO_X	Sulfur Oxides
SR	State Route
SRA	Source Receptor Area
SSC	State Species of Special Concern
ST	State Threatened
SUSMP	Standard Urban Stormwater Management Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Regional Control Board
TAC	Toxic Air Contaminants
TBD	To be determined
TEA-21	Transportation Equality Act for 21st Century
TIA	Traffic Impact Analysis
TPM	Tentative Parcel Map
TRUs	Transportation Refrigeration Units
TSF	Thousand Square Feet
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fee
µg	microgram
U.S.	United States
USCB	United States Census Bureau
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USTs	Underground storage tanks
UWMP	Urban Water Management Plan
V/C	Volume to Capacity Ratio
VHFHSZ	Very High Fire Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOCs	Volatile Organic Compounds

WQMP	Water Quality Management Plan
WRCOG	Western Riverside County of Governments
WSA	Water Supply Assessment
YBP	Years before Present
Yr	year
ZC	Zone change
ZEV	Zero Emission Vehicles
ZORI	Zones of Required Investigation

1.0 EXECUTIVE SUMMARY

1.1 INTRODUCTION

As stated by California Environmental Quality Act (CEQA) Guidelines §15002, the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities involving discretionary government actions (including the approval of development projects);

- Identify the ways that environmental damage can be avoided or significantly reduced;

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

- Disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

An Environmental Impact Report (EIR) is an informational document prepared in compliance with CEQA that informs government decision-makers and the public in general about potentially significant environmental impacts that could result from a project. This EIR represents the independent judgment of the City of Irwindale (as the CEQA Lead Agency) and presents an objective evaluation of the physical environmental effects that could result from constructing and operating the proposed Rubidoux Commerce Park project (the "Project").

Hereafter when the term "Project" is used in this EIR with the initial letter capitalized, the term shall mean all aspects of the Rubidoux Commerce Park Project's planning, construction, and operation; and all associated legislative, discretionary, and administrative approvals and permits required by law of public agencies. When the term "Project Applicant" is used with the initial letters capitalized, the term shall mean Proficiency Rubidoux, LLC, which is the entity that submitted applications to the City of Jurupa Valley to entitle the Project site as proposed and as evaluated in this EIR.

Governmental approvals requested from the City of Jurupa Valley by the Project Applicant to implement the Project include a General Plan Amendment (GPA) No. 18003; Zone Change (ZC) No. 21003; Development Agreement (DA) No. 19001; Tentative Parcel Map (TPM) No. 37677; and Site Development Permit (SDP) No. 19008. The City of Jurupa Valley refers to this application as Master Application (MA) No. 17132. All other related discretionary and administrative actions that are required of the City of Jurupa Valley and other public agencies and entities to construct and operate the Project described in this EIR also are considered part of the Project evaluated herein. Approvals

and permits required of other agencies that are currently known to be needed in order to implement the Project are listed in Section 3.0, *Project Description*.

The City of Jurupa Valley has determined that an EIR is required for this Project. Pursuant to CEQA Guidelines § 15063(a), when a lead agency can determine that an EIR will be required for a project, an Initial Study is not required. An Initial Study was not prepared for this Project, however, the City of Jurupa Valley has determined that implementation of the Project has the potential to result in significant environmental effects, and a Project EIR, as defined by CEQA Guidelines §15161, is required. As stated in CEQA Guidelines §15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project," and "…examine all phases of the project including planning, construction, and operation."

Accordingly, and in conformance with CEQA Guidelines §15121(a), the purposes of this EIR are to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, and (3) to describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects.

1.2 PROPOSED PROJECT

1.2.1 LOCATION AND REGIONAL SETTING

The Project site consists of 81.3 acres of undeveloped land in the City of Jurupa Valley, Riverside County. From a regional perspective, the Project site is located in the northeast portion of the City of Jurupa Valley, to the south of the City of Rialto and to the south west of the City of Colton. California State Route 60 (SR-60) is located approximately 0.5 miles south of the Project site, and the private Flabob Airport is located approximately 1.5 miles south of the Project site. At the local scale, the Project site is immediately bounded by industrial development to the north and east, industrial and residential development to the south, vacant land to the southwest, and open space to the west. The Project site is bisected by the Union Pacific Railroad and West Riverside Canal, as illustrated on Figure 3-2, *Vicinity Map*.

Refer to EIR Section 3.0, *Project Description*, for more information related to the regional and local setting of the Project site.

1.2.2 PROJECT OBJECTIVES

The underlying purpose of the Project is to is to develop a vacant, undeveloped, and under-utilized property with industrial buildings that will serve the local market demand for industrial building space. The following is a list of specific objectives that the Project is intended to achieve:

A. To efficiently develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG, 2020).

B. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to or near already-established industrial uses.

C. To make efficient use of a property in Jurupa Valley by maximizing its buildout potential for employment-generating uses.

D. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.

E. To develop industrial buildings with loading bays in close proximity to the SR-60, I-215, and I-10 freeways that can be used as part of the southern California goods movement network.

F. To develop a vacant property that has access to available infrastructure, including roads and utilities.

G. To attract new businesses to the City of Jurupa Valley and thereby provide a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

1.2.3 PROJECT DESCRIPTION SUMMARY

The Project entails development of the 81.3-acre property with two industrial buildings ("Building 1" and "Building 2") totaling 1,299,358 square feet (s.f.) and related site improvements including landscaping, parking, and infrastructure facilities. Building 1 would include 1,261,904 s.f. of building area and Building 2 would 37,454 s.f. of building area. Although the future tenant(s) of the building is not known, industrial uses would allow for high-cube fulfillment, and general light industrial uses.

The principal discretionary actions required of the City of Jurupa Valley to implement the Project include: General Plan Amendment No. 18003, Zone Change No. 21003, Development Agreement No. 19001, Tentative Parcel Map No. 37677, and Site Development Permit No. 19008. Additionally, the Project includes the closure and reclamation of the aggregate mining operation. The Project will result in re-compaction of the site to commercial standards that will facilitate the Project. Once the Project is approved, the State mining permit will be terminated and closed, thus ensuring mining operations would no longer occur. Refer to EIR Section 3.0, *Project Description*, for a detailed description of the Project.

1.3 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency (City of Jurupa Valley) be identified in the Executive Summary. The City has not identified any areas of controversy associated with the Project after considering all comments received in response to the NOP.

Regarding issues to be resolved, this EIR addresses the environmental issues associated with the Project that are known by the City, that are identified in the comment letters that the City of Jurupa Valley received on this EIR's NOP which was circulated for a 30-day public review period from November 30, 2020 to December 29, 2020 (refer to *Technical Appendix A*). Environmental topics raised in written comments to the NOP are summarized in Section 2.0, *Introduction and Purpose*, Table 2-3, *Summary of NOP and Scoping Meeting Comments*, and include but are not limited to the topics of Air Quality, Biological Resources, Cultural Resources, Land Use and Planning, Transportation, and Tribal Cultural Resources.

1.3.1 PUBLIC SCOPING MEETING

A NOP for the Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020 at the Jurupa Valley City Hall. No public agencies or public attended the public Scoping Meeting; therefore, no comments were collected from the meeting.

1.4 ALTERNATIVES TO THE PROPOSED PROJECT

In compliance with CEQA Guidelines Section 15126.6, an EIR must describe a range of reasonable alternatives to the Project or to the location of the Project. Each alternative must be able to feasibly attain most of the Project's objectives and avoid or substantially lessen the Project's significant effects on the environment. A detailed description of each alternative evaluated in this EIR, as well as an analysis of the potential environmental impacts associated with each alternative, is provided in EIR Section 6.0, *Alternatives*. Also described in Section 6.0 is a list of three (3) alternatives that were considered but rejected from further analysis. The alternatives considered by this EIR include those listed below.

1.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

CEQA Guidelines Section 15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., the "no project" alternative). For development projects that would occur on an identifiable property (such as the proposed Project site), the "no project" alternative is considered to be a circumstance under which the proposed project does not proceed (CEQA Guidelines §15126.6(e)(3)(A-B)).

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 81.3-acre Project Site would continue to consist of undeveloped, vacant land a vacant church with parking lot, and mining site. Under this Alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the Project with an alternative that would leave the Project site undeveloped in its existing condition.

1.4.2 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in building square footage, in order to reduce vehicle and truck trips and significant impacts associated with air quality, GHG, and VMT. Under this alternative, a total of 1,039,486 s.f. of industrial uses would be constructed, resulting in a reduction of 259,872 s.f. from Building 1. Building 2 would remain the same as the Project. Although Building 1 would be reduced, the development impact area would generally remain the same as the Project. This alternative would generate approximately 1,009 employees using an employment generation rate of 1 employee per 1,030 square feet for Light Industrial uses. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

1.5 SUMMARY OF IMPACT, MITIGATION, AND LEVELS OF IMPACT

Table 1-1, *Mitigation Monitoring and Reporting Program*, presents a summary of the environmental impacts resulting from the Project, including each of the environmental topics identified in the NOP as having potentially significant impacts. Section 5.0, *Other CEQA Considerations*, of this EIR discusses the environmental topics for which it was determined that no further analysis is required.

The environmental topics identified for further study in this EIR include: Aesthetics, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas (GHG) Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Transportation, Tribal Cultural Resources, Utilities and Service Systems, and Wildfire. The potential direct and indirect impacts and cumulative impacts for these topical issues are addressed in Sections 4.1 through 4.16 of this EIR. Growth-inducing impacts and significant irreversible environmental changes are addressed in Section 5.0, *Other CEQA Considerations*.

For each environmental topic, Table 1-1 identifies mitigation measures that are applicable to the Project. Project-specific mitigation measures are required to reduce potentially significant impacts for the following topical issues: Air Quality, Biological Resources, Geology and Soils, GHG Emissions, Transportation, and Tribal Cultural Resources. All feasible mitigation measures have been incorporated to reduce these potentially significant impacts. However, the following impacts would remain significant and unavoidable following implementation of mitigation measures:

Air Quality, Significant Direct and Cumulatively Considerable Impact: The Project's operational emissions of NO_X would exceed the applicable SCAQMD regional thresholds for operational-source emissions of NO_X and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's NO_X emissions to levels that are less than significant.

GHG Emissions Generation, Significant Direct and Cumulatively Considerable Impact: Project-related GHG emissions would exceed the applicable SCAQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

Transportation, Significant Direct and Cumulatively Considerable Impact: Project-generated VMT would exceed the City's baseline VMT threshold and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's VMT to levels that are less than significant.

1.6 MITIGATION MONITORING

State law requires the preparation of a mitigation monitoring and reporting program (MMRP) to ensure that measures that would avoid or lessen significant environmental effects of the project are adopted as conditions of approval for the project. The mitigation measures identified in this EIR have been described in sufficient detail to provide the necessary information to identify the party or parties responsible for carrying out the mitigation, when the mitigation will be implemented, and why the mitigation has been required. An MMRP would be adopted by the City at the time of Project approval.

Table 1-1 Mitigation Monitoring and Reporting Program

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.1 AESTHETICS			
Threshold a: Would the Project have a substantial adverse effect on a scenic vista?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	No Impact	No mitigation is required.	No Impact
Threshold c: Would the Project 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 publicly accessible vantage points.) 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	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.2 AIR QUALITY			
Threshold a: Would the Project conflict with or obstruct implementation of the applicable air quality plan?	Potentially Significant Impact	MM 4.2-1 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities	Significant and Unavoidable Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.	
		MM 4.2-2	Prior to the issuance of an occupancy permit, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.	
		MM 4.2-3	Prior to the issuance of a building permit, final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.	
		MM 4.2-4	Indoor material handling equipment used throughout the project area would be electric and would not be diesel-powered. Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Jurupa Valley Planning Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use electric-powered equipment for daily	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)		Level of Significance After Mitigation
			operations, to the maximum extent feasible. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. During operation, the building tenant and/or building owner shall maintain a list of all off-road equipment used onsite. The equipment list shall state the makes, models, and numbers. These records shall be made available to the City of Jurupa Valley upon request.	
		MM 4.2-5	Only electric-powered off-road equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be utilized onsite for daily warehouse and business operations, to the maximum extent feasible. Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Jurupa Valley Planning Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use electric-powered equipment for daily operations, to the maximum extent feasible. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. During operation, the building tenant and/or building owner shall maintain a list of all off-road equipment used	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		onsite. The equipment list shall state the makes, models, and numbers. These records shall be made available to the City of Jurupa Valley upon request.	
Threshold 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?	Potentially Significant Impact	MMs 4.2-1 through 4.2-5 would apply.	Significant and Unavoidable Impact
Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations	Potentially Significant Impact	MM 4.2-6 Prior to the issuance of a grading permit, the following note shall be placed on the grading plan: "All actively graded (disturbed) areas within the Project site during site preparation and grading activities shall be watered at 2.1-hour watering intervals (e.g., 4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12% in maintained for actively graded areas. Moisture content can be verified with use of a moisture probe by the grading contractor."	Less than Significant Impact
Threshold 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	No mitigation is required.	Less than Significant Impact
4.3 BIOLOGICAL RESOURCES			
Threshold 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 Game or U.S. Fish and Wildlife Service?	Potentially Significant Impact	MM 4.3-1 A 30-day burrowing owl preconstruction survey will be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. The survey will be conducted in compliance with both MSHCP and CDFW guidelines (MSHCP 2006, CDFW 2012). A	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		report of the findings prepared by a qualified biologist shall be submitted to the City of Jurupa Valley prior to any permit or approval for ground disturbing activities. If burrowing owls are detected onsite during the 30-day preconstruction survey, during the breeding season (February 1st to August 31st) then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are compete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active/passive relocation is proposed, a burrowing owl mitigation plan shall be submitted and approved by the City of Jurupa Valley, CDFW and USFWS.	
Threshold 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 Game or US Fish and Wildlife Service?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project have 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	No mitigation is required.	No Impact
Threshold d: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident	Potentially Significant Impact	MM 4.3-2 Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
or migratory wildlife corridors, or impede the use of native wildlife nursery sites?		is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project Site. The survey(s) shall identify any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities shall be restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Jurupa Valley for review and approval prior to initiation of grading in the nest-setback zone. The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		the findings, prepared by a qualified biologist, shall be submitted to the City of Jurupa Valley documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.	
Threshold e: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	No Impact	No mitigation is required.	No Impact
Threshold 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?	Potentially Significant Impact	MM 4.3-1 would apply.	Less than Significant Impact
4.4 CULTURAL RESOURCES			
Threshold a: Would the Project cause a substantial adverse change in the significance of a historical resource in pursuant to § 15064.5?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.5 ENERGY			
Threshold a: Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold b: Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.6 GEOLOGY AND SOILS			
Threshold a: Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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; strong seismic ground shaking; seismic-related ground failure, including liquefaction; landslides?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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 Impact	No mitigation is required.	Less than Significant Impact
Threshold 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 Impact	No mitigation is required.	Less than Significant Impact
Threshold 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?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Potentially Significant Impact	MM 4.6-1 Prior to the issuance of any permits allowing ground-disturbing activities, the Project Applicant shall retain a qualified paleontologist or paleontological monitor. The qualified paleontologist shall monitor mass grading and excavation activities in areas identified as likely to contain paleontological resources. Full-time monitoring of grading or excavation activities should be performed starting from the surface in undisturbed areas of older Quaternary (middle to late Pleistocene) alluvial fan deposits within the Project boundary, as mapped by Morton (2003; Qof1 on Figure 3). Paleontological monitoring of onsite outcrops and exposures of Cretaceous granitic bedrock is not warranted. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor must be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		MM 4.6-2 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading pursuant to the recommendations provided in Paleontological Assessment prepared by BFSA on February 4, 2020 (Technical Appendix K to this EIR) and the criteria identified below. Excavation and grading activities in deposits with high paleontological sensitivity (as identified in MM 4.6-1) shall be monitored by a paleontological monitor following the PRIMP. a. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 away from the area of the find in order to assess its significance.	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		b. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and adjust the level of monitoring if needed. c. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution. d. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center Museum, 2345 Searl Parkway, Hemet, California 92543). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities. e. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location.	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
4.7 GREENHOUSE GAS EMISSIONS			
Threshold a: Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Potentially Significant Impact	MM 4.7-1 Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2. MM 4.7-2 Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle (EV) charging stations required by the CCR Title 24. shall be provided. Final designs of Project buildings shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations. MMs 4.2-1 through 4.2-5 would also apply.	Significant and Unavoidable Impact
Threshold b: Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Potentially Significant Impact	MM 4.7-1 and MM 4.7-2 would apply.	Significant and Unavoidable Impact
4.8 HAZARDS AND HAZARDOUS MATERIALS			
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
involving the release of hazardous materials into the environment?			
Threshold 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?	No Impact	No mitigation is required.	No Impact
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold e: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact	No mitigation is required.	No Impact
Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	No Impact	No mitigation is required.	No Impact
Threshold g: Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	No Impact	No mitigation is required.	No Impact
4.9 HYDROLOGY AND WATER QUALITY			
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold 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	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
Threshold 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: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impeded or redirect flood flows?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No Impact	No mitigation is required.	No Impact
Threshold e: Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.10 LAND USE AND PLANNING			
Threshold a: Would the Project physically divide an established community	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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	No mitigation is required.	Less than Significant Impact
4.11 MINERAL RESOURCES			
Threshold a: Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project result in the loss of availability of a locally-important mineral resource	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
recovery site delineated on a local general plan, specific plan or other land use plan?			
4.12 NOISE			
Threshold a: Would the Project generate 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	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project generate excessive groundborne vibration or groundborne noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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 two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.13 TRANSPORTATION			
Threshold a: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Potentially Significant Impact	Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation TDM Strategy Assessment (February 26, 2019 Fehr & Peers) (WRCOG Report) prepared for WRCOG and the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). The WRCOG Report indicates that of the 50 transportation measures presented by CAPCOA, only 41 are applicable at a building and site level. The remaining 9 measures	Significant and Unavoidable Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		are functions of, or depend on, site location and/or actions by local and regional agencies or funders. The WRCOG Report goes on to provide a review of the 41 transportation measures identified by CAPCOA and determines that for areas within WRCOG only 7 of those measures may be effective at an individual project level. Evaluation of potentially applicable TDM strategies in the context of the proposed Project is summarized in Table 4.13-5, TDM Strategies.	
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold d: Would the Project result in inadequate emergency access?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.14 TRIBAL CULTURAL RESOURCES			
Threshold 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: 1) 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	Potentially Significant Impact	MM 4.14-1 **Retain Registered Professional Archaeologist**: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist's responsibilities include, but are not limited to, performing the tasks that require the need for a qualified archaeologist pursuant to MM 4.14-2 through MM 4.14-6 below. MM 4.14-2 **Cultural Resources Management Plan:** Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?		Consulting Tribe(s) , the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP) that includes performance standards identified in MM 4.14-1 through 4.14-5. A consulting tribe is defined as a tribe that initiated the AB 52/SB 18 tribal consultation process for the Project, and has completed AB 52/SB 18 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1). The CRMP shall be prepared, to address the implementation of the City's Tribal Cultural Resource Mitigation Measures MM-4.14-3 through 4.14-6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the Project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department. MM 4.14-3 **Tribal Monitoring:** Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the Consulting Tribe(s) , for tribal monitoring. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities. MM 4.14-4 **Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:** In the	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries: 1) Temporary Curation and Storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and 2) Treatment and Final Disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Valley Planning Department with evidence of same: a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource. b) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under MM 4.14-5. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Information Center. c) Curation. A curation agreement with an appropriate qualified repository within	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.	
		MM 4.14-5 **Final Reporting:** In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Applicant shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside Cultural Resources (Archaeological) Investigations Standard Scopes of Work for review and approval to the City of Jurupa Valley Planning Department. Once the report is determined to be adequate, the Project Applicant shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern	

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
		Information Center at the University of California Riverside and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s). MM 4.14-6 **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).	
4.15 UTILITIES AND SERVICE SYSTEMS			
Threshold a: Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold c: Would the Project result in a determination by the wastewater treatment provider which serves or	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

Potential Impacts	Level of Significant Before Mitigation	Mitigation Measures (MMs)	Level of Significance After Mitigation
may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			
Threshold 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	No mitigation is required.	Less than Significant Impact
Threshold e: Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
4.16 WILDFIRE			
Threshold a: Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold b: Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact
Threshold 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 instability or drainage change?	Less than Significant Impact	No mitigation is required.	Less than Significant Impact

2.0 INTRODUCTION AND PURPOSE

This EIR has been prepared in accordance with all criteria, standards, and procedures of CEQA (California Public Resource Code § 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, § 15000 et seq.).

Pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367, the City of Jurupa Valley is the Lead Agency under whose authority this EIR has been prepared. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project. Serving as the Lead Agency and before considering action to approve the Project, the City of Jurupa Valley has the obligations to: (1) ensure that this EIR has been completed in accordance with CEQA; (2) review and consider the information contained in this EIR as part of its decision making process; (3) make a statement that this EIR reflects the City of Jurupa Valley's independent judgment; (4) ensure that all significant effects on the environment are eliminated or substantially lessened where feasible; and, if necessary, (5) make written findings for each unavoidable significant environmental effect stating the reasons why mitigation measures or project alternatives identified in this EIR are infeasible and citing the specific benefits of the proposed Project that outweigh its unavoidable adverse effects (CEQA Guidelines §§ 15090 through 15093).

Pursuant to CEQA Guidelines Section 15040 through Section 15043, and upon completion of the CEQA review process, the City of Jurupa Valley has the legal authority to do any of the following:

- Approve the proposed Project;
- Require feasible changes in any or all activities involved in the Project in order to substantially lessen or avoid significant effects on the environment;
- Disapprove the Project; or
- Approve the Project even though the Project would cause a significant effect on the environment if the City makes a fully informed and publicly disclosed decision that: 1) there is no feasible way to lessen the effect or avoid the significant effect; and 2) expected benefits from the Project will outweigh significant environmental impacts of the Project.

This EIR fulfills the CEQA environmental review requirements for the Project and all other governmental discretionary and administrative actions related to the Project.

2.1 DOCUMENT FORMAT

This EIR contains all of the information required to be included in an EIR as specified by the CEQA Statutes and Guidelines (California Public Resources Code, § 21000 et. seq. and California Code of Regulations, Title 14, Chapter 5). CEQA requires that an EIR contain, at a minimum, certain specified

content. Table 2-1, *Location of CEQA Required Topics in this EIR*, provides a quick reference in locating the CEQA-required content within this document. Following a 45-day public review period of the Draft EIR, a Final EIR will be prepared which includes public comments and responses to the Draft EIR and Draft EIR revisions, as necessary.

Table 2-1 Location of CEQA Required Topics in this EIR

CEQA Required Topic	CEQA Guidelines Reference	Location in this EIR
Table of Contents	§ 15122	Table of Contents
Summary	§ 15123	Section 1.0
Project Description	§ 15124	Section 3.0
Environmental Setting	§ 15125	Sections 4.1 through 4.16
Consideration and Discussion of Environmental Impacts	§ 15126	Sections 4.1 through 4.16 and Section 5.0
Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented	§ 15126.2(b)	Sections 4.1 through 4.16 and Section 5.0
Significant Irreversible Environmental Changes Which Would be Caused by the Proposed Project Should it be Implemented	§ 15126.2(c)	Section 5.0
Growth-Inducing Impact of the Proposed Project	§ 15126.2(d)	Subsection 5.3
Analysis of the Project's Energy Conservation Measures	§ 15126.4(a)(1)(C)	Section 4.5 and Subsection 5.4
Consideration and Discussion of Mitigation Measures Proposed to Minimize Significant Effects	§ 15126.4	Sections 4.1 through 4.16 and Section 5.0
Consideration and Discussion of Alternatives to the Proposed Project	§ 15126.6	Section 6.0
Effects Not Found to be Significant	§ 15128	Section 5.0
Organizations and Persons Consulted	§ 15129	Section 8.0
Discussion of Cumulative Impacts	§ 15130	Sections 4.1 through 4.16 and Section 5.0

In summary, the content and format of this EIR is as follows:

- **Section 1.0, Executive Summary,** includes a Project introduction, a brief description of the Project, a summary of the areas of controversy/issues to be resolved, a description of the Project alternatives, and a summary of the Project's environmental impacts, mitigation measures, and significance of impacts following the application of mitigation measures, project design features, and mandatory compliance with applicable plans, policies, and programs.

- **Section 2.0, Introduction and Purpose,** provides introductory information about the CEQA process and the responsibilities of the City of Jurupa Valley, serving as the Lead Agency of this EIR. This section identifies the Project's potential environmental impacts and effects found not to be significant. This section also includes a description of the NOP comments received, a description of the document format, as well as the purpose of CEQA and this EIR.

- **Section 3.0, Project Description,** serves as the EIR's Project Description for purposes of CEQA and contains a level of specificity commensurate with the level of detail proposed by the Project, including the summary requirements pursuant to CEQA Guidelines Section 15123. This section also describes the environmental setting, including descriptions of the Project site's physical conditions and surrounding context used as the baseline for analysis in this EIR.

- **Section 4.0, Environmental Analysis,** provides an analysis of potential direct, indirect, and cumulatively considerable impacts that may occur with implementation of the Project. A conclusion concerning significance is reached for each discussion; mitigation measures are presented as warranted. The environmental changes identified in Section 4.0 and throughout this EIR are referred to as "effects" or "impacts" interchangeably. The CEQA Guidelines also identify the terms "effects" and "impacts" as being synonymous (CEQA Guidelines § 15358). In the environmental analysis subsections of Section 4.0, the existing and historical baseline conditions are disclosed that are pertinent to the subject area being analyzed, accompanied by a specific analysis of physical impacts that may be caused by implementation of the Project. The analyses are based in part upon technical reports that are appended to this EIR. Information also is drawn from other sources of analytical materials that directly or indirectly relate to the Project and are cited in Section 7.0, *References*. Where the analysis demonstrates that a physical adverse environmental effect may or would occur without undue speculation after compliance with mandatory federal, State, and local laws and regulations, feasible mitigation measures are recommended to reduce or avoid the significant effect. In most cases, mandatory compliance with regulatory requirements and/or the implementation of the identified mitigation measures would reduce the Project's adverse environmental impacts to below a level of significance. If mitigation measures are not available or feasible to reduce an identified impact to below a level of significance, the environmental effect is identified as a significant and unavoidable adverse impact, for which a statement of overriding considerations would need to be adopted by the City of Jurupa Valley pursuant to CEQA Guidelines Section 15093.

  Section 4.0 is organized by 16 issue areas (Subsections 4.1 through 4.16) with each following the below framework:

  - **Environmental Setting.** Describes the environmental setting, including descriptions of the Project site's physical conditions, surrounding context, and applicable regulatory requirements, plans, and policies. The existing setting is defined as the condition of

the Project site and surrounding area at the approximate date this EIR's NOP was released for public review on November30, 2020.

- **NOP/Scoping Comments.** Includes public comments received based on this EIR's NOP and Scoping Meeting.

- **Thresholds of Significance.** In accordance with Section 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines and may have been modified to address specific conditions in Jurupa Valley.

- **Impact Analysis.** As required by CEQA Guidelines Section 15126.2(a), this EIR identifies direct, indirect, cumulatively-considerable, short-term, long-term, on-site, and/or off-site impacts of the Project. A summarized "impact statement" is provided in each subsection following the analysis.

- **Plans, Policies, or Programs (PPP).** These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on current federal, State, or local law which effectively reduce environmental impacts.

- **Project Design Features (PDF).** These include characteristics of the Project that help reduce potential environmental impacts.

- **Significance before Mitigation.** Concludes the level of significance before mitigation.

- **Mitigation Measures.** These include the measures proposed to mitigate any potentially significant Project impacts.

- **Level of Significance after Mitigation.** Concludes whether or not the Project's direct impacts and cumulatively considerable impacts would be reduced to less than significant levels with implementation of mitigation.

- **Cumulative Impacts.** CEQA requires that an EIR contain an assessment of the cumulative impacts that may be associated with a proposed project. As noted in CEQA Guidelines Section 15130(a), "an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable." "A cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects creating related impacts" (CEQA Guidelines § 15130(a)(1)).

- **Section 5.0, Additional Topics Required by CEQA,** includes specific topics that are required by CEQA. These include a summary of the Project's significant and unavoidable environmental effects, a discussion of the significant environmental effects which cannot be avoided if the Project is implemented, significant environmental changes, and potential growth-inducing impacts of the Project.

- **Section 6.0, Project Alternatives,** describes and evaluates alternatives to the Project that could reduce or avoid the Project's adverse environmental effects. CEQA does not require an EIR to consider every conceivable alternative to the Project but rather to consider a reasonable range of alternatives that will foster informed decision making and public participation. Five alternatives were considered for analysis and three alternatives, including the No Project/No Development Alternative, No Project/Existing General Plan and Zoning Alternative, and Reduced Intensity Alternative are analyzed and presented as a reasonable range of alternatives in Section 6.0.

- **Section 7.0, References,** cites all reference sources used in preparing this EIR and lists the persons who authored or participated in preparing this EIR, including agencies and persons consulted.

- **Technical Appendices.** CEQA Guidelines Section 15147 states that the "information contained in an EIR shall include summarized information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public," and that the "placement of highly technical and specialized analysis and data in the body of an EIR shall be avoided." Therefore, the detailed technical studies, reports, and supporting documentation that were used in preparing this EIR are bound separately as Technical Appendices. The Technical Appendices are available for review at the City of Jurupa Valley Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509, during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Department or are available on the City's website at www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder labeled MA17132 during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are listed below in Section 2.5, *Technical Reports*.

2.2 PURPOSES OF CEQA AND THIS EIR

As stated by the CEQA Guidelines Section 15002(a), the basic purposes of CEQA are to:

- Inform governmental decision makers and the public about the potential, significant environmental effects of proposed development activities involving discretionary government approvals (including the approval of private development projects);

- Identify the ways that environmental damage can be avoided or significantly reduced;

- Prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and

- Disclose to the public the reasons why the governmental agency approved the project in the manner the agency chose (if the project involves significant environmental effects).

This EIR is an informational document that represents the independent judgment of the City of Jurupa Valley regarding the physical environmental effects that could result from the construction and operation of the Project. The City of Jurupa Valley (hereafter "City") received applications from Proficiency Rubidoux, LLC (hereafter "Project Applicant") for the development of the Rubidoux Commerce Park Project on approximately 81.3 gross acres. The subject property (hereafter, "Project site") is located in the City of Jurupa Valley, north and northeast of 28th Street, north of the Union Pacific Railroad and North Riverside and Jurupa Canal (referred to throughout this Draft EIR as "West Riverside Canal"), south and southwest of 25th Street, and northwest of Avalon Street.

Pursuant to CEQA Guidelines Section 15161, a Project EIR should "…focus primarily on the changes in the environment that would result from the development project," and "…examine all phases of the project including planning, construction, and operation." As the first step in the CEQA compliance process, the City of Jurupa Valley prepared an NOP pursuant to CEQA Guidelines Section 15082. When the Lead Agency determines that an EIR will clearly be required for the project, an Initial Study is not required (CEQA Guidelines Section 15063). Since it was determined that the Project could have a significant effect on the environment, the Lead Agency determined that an EIR was required and an Initial Study was not prepared. Public comments were received on the NOP, and the EIR will address the environmental topics listed below in Section 2.8, *Notice of Preparation and Public Scoping Meeting*, in the EIR.

Accordingly, and in conformance with CEQA Guidelines Section 15121(a), the purpose of this EIR is to: (1) disclose information by informing public agency decision makers and the public generally of the significant environmental effects associated with all phases of the Project, (2) identify possible ways to minimize or avoid those significant effects, (3) describe a reasonable range of alternatives to the Project that would feasibly attain most of the basic Project objectives but would avoid or substantially lessen its significant environmental effects, and (4) disclose to the public the reasons why the City is approving or disapproving the Project involving significant environmental effects.

2.3 REGIONALLY SIGNIFICANT PROJECT

When an EIR is prepared for any project that is considered to be of statewide, regional, or area-wide significance, as defined by CEQA Guidelines Section 15206, then the Draft EIR must be submitted to the State Clearinghouse and the appropriate metropolitan area council of governments for review and

comment. A project is considered to be of statewide, regional, or area-wide significance if, among other criteria, it consists of a proposed local general plan, element, or amendment thereof for which an EIR was prepared.

Therefore, the Project is considered a Regionally Significant Project under CEQA Guidelines Section 15206, as it proposes an amendment to the City of Jurupa General Plan for which an EIR is being prepared. Therefore, in compliance with CEQA Guidelines Section 15206, the Draft EIR will be submitted to the State Clearinghouse (SCH), the Southern California Association of Governments (SCAG), and Western Riverside Council of Governments (WRCOG) for review and comment.

2.4 INCORPORATED DOCUMENTS

CEQA Guidelines Section 15150 allows for the incorporation "by reference, [of] all or portions of another document … [and is] most appropriate for including long, descriptive, or technical materials that provide general background but do not contribute directly to the analysis of a problem at hand." Documents, analyses, and reports that are incorporated into this EIR by reference are listed below and are also found in Section 7.0, *References*, of this EIR. The purpose of incorporation by reference is to assist the Lead Agency in limiting the length of an EIR. Where this EIR incorporates a document by reference, the document is identified in the body of the EIR, citing the appropriate section(s) of the incorporated document and describing the relationship between the incorporated part of the referenced document and this EIR. All references cited in this EIR are available at the website address provided in Section 7.0, *References*, and/or at the City of Jurupa Valley City Hall, Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509.

The following documents are incorporated by reference and cited in this EIR as appropriate:

- The City of Jurupa Valley General Plan, adopted by the City Council on September 7, 2017.
- City of Jurupa Valley Zoning Map, updated concurrently as of the time of this writing.
- City of Jurupa Valley Municipal Code (various chapters), codified through Ordinance No. 2020-20, enacted November 19, 2020.
- City of Jurupa Valley Zoning Ordinance Title 9, codified through Ordinance No. 2020-20, enacted November 19, 2020.
- The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments (Connect SoCal), adopted on September 3, 2020.

2.5 TECHNICAL REPORTS

As stated above, this EIR contains detailed technical studies, reports, and supporting documentation summarized herein and bound separately in Technical Appendices in accordance with CEQA Guidelines Section 15147. The Technical Appendices are available for review at the City of Jurupa Valley City Hall, Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509 during the City's regular business hours or can be requested in electronic form by contacting the City's Planning Division or are available on the City's website at www.jurupavalley.org/DocumentCenter/Index/68 in the Environmental Reports folder labeled MA17132 during the public review period for the EIR. The individual technical studies, reports, and supporting documentation that comprise the Technical Appendices are as follows:

A. Notice of Preparation and Written Comments on the NOP
B. Air Quality Impact Analysis
C. Mobile Source Health Risk Assessment
D. Construction Health Risk Memorandum
E. Air Quality and Greenhouse Gas Assessment Evaluation
F. Biological Resources Technical Resource Report
G. Jurisdictional Delineation
H. Phase I Cultural Resources Survey
I. Energy Impact Analysis
J. Geotechnical Engineering Investigation
K. Paleontological Assessment
L. Greenhouse Gas Emissions Analysis
M. Phase I Environmental Site Assessment
N. Preliminary Hydrology Calculations
O. Preliminary Water Quality Management Plan
P. Supplemental Soil Infiltration Study
Q. Noise Impact Analysis
R. Traffic Impact Analysis
S. Vehicle Miles Traveled Analysis
T. Water Supply Assessment

2.6 RESPONSIBLE AND TRUSTEE AGENCIES

The California Public Resource Code (§ 21104) requires that all EIRs be reviewed by responsible and trustee agencies (see also CEQA Guidelines Section 15082 and Section 15086(a)). As defined by CEQA Guidelines Section 15381, "the term 'Responsible Agency' includes all public agencies other than the Lead Agency that have discretionary approval power over the project." A "Trustee Agency" is defined in CEQA Guidelines Section 15386 as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."

Table 2-2, *Responsible and Trustee Agencies*, identifies the Responsible and Trustee Agencies and various actions needed by these agencies to implement the Project.

Table 2-2 Responsible and Trustee Agencies

Agency	Action
Responsible Agencies	
Riverside County Flood Control and Water Conservation District	Responsible for the master planned drainage infrastructure that would be utilized by the Project and issuing an encroachment permit for any construction related activities occurring within District right of way or facilities.
Rubidoux Community Services District ("RCSD")	Approvals required for the installation of new RCSD facilities/connections to service the Project
Santa Ana Regional Water Quality Control Board (RWQCB)	Santa Ana RWQCB is responsible for the protection of California's water resources and water quality. The Santa Ana RWQCB is responsible for issuance of a National Pollutant Discharge Elimination System ("NPDES") Permit to ensure that during and after Project construction, on-site water flows do not result in siltation, other erosional actions, or degradation of surface or subsurface water quality.
South Coast Air Quality Management District ("SCAQMD")	Responsible for the issuance of construction-related permits. that allow for the construction and operation of the Project to ensure that during and post-Project construction and during Project operation, Project emissions do not result in significant impacts to air quality
Southern California Edison ("SCE")	Approvals required for the installation of new SCE facilities/connections to service the Project
Southern California Gas Company ("SoCal Gas")	Approvals required for the installation of new SoCal Gas facilities/connections to service the Project

2.7 PUBLIC REVIEW OF THE DRAFT ENVIRONMENTAL IMPACT REPORT

This EIR is being distributed to responsible and trustee agencies, other affected agencies, and interested parties. Additionally, in accordance with Public Resources Code Section 21092(b)(3), the EIR is being provided to all parties who have previously requested copies. The Notice of Completion (NOC) and Notice of Availability (NOA) of the EIR will be distributed as required by CEQA. During the 45-day public review period, this, EIR its technical appendices, and all documents incorporated by reference, will be made available for review.

After the 45-day public review period, the City will issue written responses to all environmental issues raised. The Final EIR (which includes the Draft EIR, the public comments and responses to the Draft EIR, and findings) will be included as part of the environmental record for consideration by the City Council.

2.8 NOTICE OF PREPARATION AND PUBLIC SCOPING MEETING

Table 2-3, *Summary of NOP and Scoping Meeting Comments*, summarizes the substantive comments received regarding this EIR's NOP. The purpose of this table is to present the primary environmental issues of concern raised by public agencies and the general public during the NOP review period and this EIR's Scoping Meeting. The table is not intended to list every comment received by the City during the NOP review period. Regardless of whether or not a comment is listed in the table, all applicable comments received in response to the NOP and at the Scoping Meeting are addressed in this EIR. The NOP and all comment letters received by the City in response to the NOP are included in *Technical Appendix A* of this EIR.

Table 2-3 Summary of NOP and Scoping Meeting Comments

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
State Agencies			
California Air Resources Board (CARB)	December 17, 2020	• Request for the EIR to identify air pollution impacts, in particular those which may affect the neighboring disadvantaged communities. • Request for the EIR to establish whether trucks and trailers visiting the Project site would be equipped with transportation refrigeration units, and to model potential health risks associated with operational construction emissions. • Request for final design of the Project to be designed to reduce exposure of toxic diesel PM emissions and to include all existing and emerging zero-emission technologies.	Section 4.2, *Air Quality*
California Department of Fish and Wildlife (CDFW)	December 23, 2020	• Recommends that the EIR follow Section 15125(c) of the CEQA Guidelines and provides information of the regional setting. In particular, to enable CDFW staff to adequately review and comment on the Project, the DEIR should include a complete assessment of the flora and fauna within and adjacent to the Project footprint. • Recommends that the EIR provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project. • Recommends that the EIR describe and analyze a range of reasonable alternatives to	Section 4.3, *Biological Resources*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		the Project, and to evaluate a "no project" alternative. • Request that the EIR identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts (to the extent feasible), and provides considerations for fully protected species, sensitive plant communities, and California Species of Special Concern. • Recommends that local onsite propagules from the Project area and nearby vicinity be collected and used for restoration purposes. • Recommends that the EIR include results of avian surveys. • Recommends that the EIR addresses all Project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of CESA. • Recommends that the Project demonstrate consistency with the MSHCP.	
City of Riverside Community and Economic Development	December 29, 2020	• Request to provide the Public Works Traffic Engineering opportunity to review the scoping documentation for the Traffic impact Analysis for the Project.	Informational
Native American Heritage Commission (NAHC)	November 30, 2020	• Summarizes requirements for Native American consultation pursuant to Senate Bill (SB) 18 and Assembly Bill (AB) 52, and provides standard guidance on the scope of the analysis of potential impacts to Native American resources and recommendations for mitigation.	Section 4.4, *Cultural Resources*, and Section 4.14, *Tribal Cultural Resources*
Riverside County Flood Control and Water Conservation District	December 22, 2020	• States that the Project would not be impacted by District Master Drainage Plan facilities, nor other facilities of regional interest. • States that the Project proposes channels or other facilities that could be considered regional in nature and/or a logical extension of the adopted Rubidoux Master Drainage Plan. Further states that the District would consider accepting ownership of such facilities.	Informational

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		• Requests that the Project Applicant submit an encroachment permit for any construction related activities occurring within District right of way or facilities. • States that the previous comments (dated 03/07/19) are still valid. • Indicates that the Project may require an NPDES permit from the State Water Control Board. • States FEMA and CDFW requirements.	
Southern California Association of Governments (SCAG)	February 18, 2021	• Provides informational resources to facilitate consistency of the Project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal). • Encourages side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format. • Provides information on the demographics and future growth forecasts for the Project region and jurisdiction. • Recommends that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance, as appropriate.	Section 4.13, *Transportation*, and Section 4.10, *Land Use and Planning*
South Coast Air Quality Management District (South Coast AQMD)	December 15, 2020	• Request to be included in the distribution of the EIR with all appendices and technical documents related to air quality, health risk, and greenhouse gases. • Request that the EIR use South Coast AQMD's CEQA Air Quality Handbook and website as guidance. • Request that the EIR identify any potential adverse air quality impacts that could occur from all phases of the proposed Project. • Request that the EIR include a mobile source health risk assessment if the Project generates long-term diesel emissions. • Request that the EIR address public health impacts on the Project's nearby sensitive uses.	Section 4.2, *Air Quality*

Agency/ Organization/ Individual	Date	Comments	Location in this Draft EIR Where Comment is Addressed
		• Provides mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality.	
Organizations			
Southern California Edison	December 14, 2020	• States that the Project may interfere with easement rights, and/or facilities held by Southern California Edison and requests grading, drainage, landscape, and street improvement plans/maps with references to Edison facilities and easements.	Informational

2.9 MITIGATION MONITORING AND REPORTING PROGRAM

In compliance with Public Resources Code Section 21081.6 a Mitigation Monitoring and Reporting Program (MMRP) will be prepared for this EIR. Per CEQA Section 15091(d), "*When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.*"

2.10 POTENTIAL IMPACTS OF THE PROJECT DISCUSSED IN THE EIR

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared a Notice of Preparation (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR. Public comment on the scope of this EIR consisted of written comments received by the City of Jurupa Valley in response to the NOP; the City received no comments from members of the public at the EIR scoping meeting held on December 8th, 2020. Taking all known information and public comments into consideration, sixteen (16) primary environmental subject areas are evaluated in this Section 4.0, as listed below, and an additional five (5) primary environmental subject areas are evaluated in Section 5.0. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural Resources
4.5 Energy
4.9 Hydrology and Water Quality
4.10 Land Use and Planning
4.11 Mineral Resources
4.12 Noise
4.13 Transportation

4.6 Geology and Soils
4.7 Greenhouse Gas Emissions
4.8 Hazards and Hazardous Materials
4.14 Tribal Cultural Resources
4.15 Utilities and Service Systems
4.16 Wildfire

2.11 EFFECTS FOUND NOT TO BE SIGNIFICANT

In compliance with CEQA Guidelines Section 15128, an EIR is required to contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. The following environmental topics, have been determined to pose no potentially significant impacts:

1. Agriculture and Forestry Resources
2. Population and Housing
3. Public Services
4. Recreation

Section 5.0 of this EIR includes a discussion as to why these environmental topics have been determined to be not significant.

3.0 PROJECT DESCRIPTION

This Section provides all of the information required of an EIR Project Description by CEQA Guidelines Section 15124, including a description of the precise location of the Project; Project objectives; primary design components of the Project (site plan, vehicle/pedestrian access, etc.); Project technical, and environmental characteristics; and a description of the intended uses of this EIR. As required by CEQA Guidelines Section 15124(d), the description of intended uses for this EIR includes: a list of agencies expected to use this EIR; a list of permits and other approvals required to implement the project; a list of related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

The Project site consists of approximately 81.3 acres of mainly undeveloped land in the City of Jurupa Valley, Riverside County, located north and northeast of 28th Street, north of the Union Pacific Railroad and North Riverside and Jurupa Canal (also referred to throughout this Draft EIR as "West Riverside Canal"), southwest of the 25th Street, and northwest of Avalon Street. The Project entails development of the Project site with two industrial buildings ("Building 1" and "Building 2") totaling 1,299,358 square feet (s.f.), including 24,000 s.f. of office and related site improvements including landscaping, parking, and infrastructure facilities. Building 1 consists of 1,261,904 s.f. and Building 2 consists of 37,454 s.f.

This EIR analyzes the physical environmental effects associated with all components of the Project, including planning, construction, and Project operation. Governmental approvals requested from the City of Jurupa Valley by the Project Applicant include:

- General Plan Amendment (GPA) No. 18003 would amend the General Plan to extend the boundary of the Agua Mansa Warehouse and Distribution Center General Plan Overlay over Project site to allow for logistics uses. The GPA would also amend the Land Use designation from "Light Industrial (LI)" to "Heavy Industrial (HI)" on the Project site to be consistent with the sites underlying zoning designation M-M.

- Zone Change (ZC) No.21003 is required to change the zoning for the portion of the Project site south of Primavera Avenue and east of West Riverside Canal from Manufacturing-Service Commercial (M-SC) to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center General Plan Overlay

- Site Development Permit (SDP) No. 19008 is required by City of Jurupa Valley Municipal Code Section 9.148.020 to permit light industrial uses on the site, and to identify a site-specific plan for development of the site, including planned buildings and structures, access, drainage, yards, drives, parking areas, landscaping, signs, and walls or fences.

- Tentative Parcel Map (TPM) No. 37677 is proposed to allow for subdivision of the 81.3-acre property into two parcels (one for each building).

- Development Agreement (DA) No. 19001 is proposed between the Project Applicant and the City of Jurupa Valley to provide long term vested right to develop industrial buildings on the Project site and to provide community benefits to the City.

These applications, as submitted to the City of Jurupa Valley by the Project Applicant, are herein incorporated by reference pursuant to CEQA Guidelines § 15150 and are available for review at the City of Jurupa Valley City Hall, Planning Department, 8930 Limonite Avenue, Jurupa Valley, California 92509.

3.1 LOCATION AND ACCESS

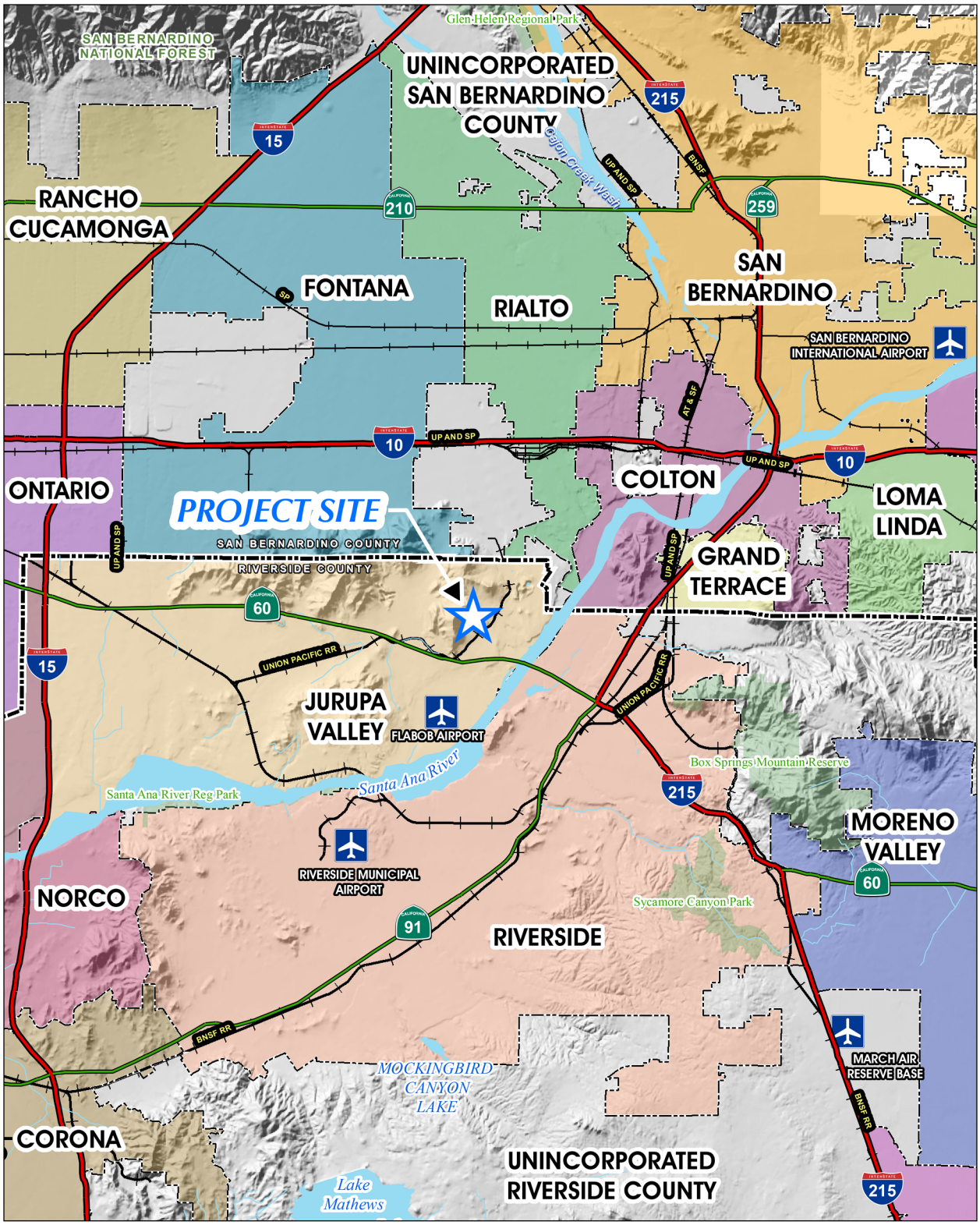
As depicted on Figure 3-1, *Regional Map*, and on Figure 3-2, *Vicinity Map*, the approximately 81.3-gross acre Project site is located in the City of Jurupa Valley, Riverside County, California. State Route 60 (SR-60) is located approximately 0.5 mile south of the Project site, Interstate 215 (I-215) is located approximately 2.6 miles southeast of the Project site, and SR-91 is located 2.7 miles southeast of the Project site. The Project site is immediately bounded by industrial development to the north and east, industrial and residential development to the south, vacant land to the southwest, and open space to the west. The Project site is bisected by the Union Pacific Railroad and West Riverside Canal. The Assessor's Parcel Numbers (APNs) for the Project site are: 178-030-001, 178-030-002, 178-030-003, 178-030-006, 178-030-008, 178-030-009, 178-030-010, 178-060-013, 178-070-001, 178-070-002, 178-070-003, 178-080-009, 178-080-011, and 178-090-010. Figure 3-3, *Aerial Photograph*, depicts the development surrounding the Project site and shows that the Project site includes two large undeveloped areas, a former vacant church with parking lot, and an access road that extends 26th Street from Avalon Street.

Access to the Project site is currently provided by Rubidoux Boulevard and Agua Mansa Road to the southeast and northeast, respectively.

3.2 SETTING AND HISTORY

3.2.1 PROJECT SETTING

The Project site topography is generally flat in the southern portion of the site but slopes upward along the west property line into the Jurupa Mountains. The northern portion of the site containing remnants of aggregate mining operations slopes generally east with some terraces around a granite outcrop. Elevations range from approximately 1,000 feet above mean sea level (amsl) at the western side to 900 feet amsl at the eastern side. Additionally, a pile of rubble is located on the northeastern portion of the site with a peak of approximately 1,000 feet amsl.



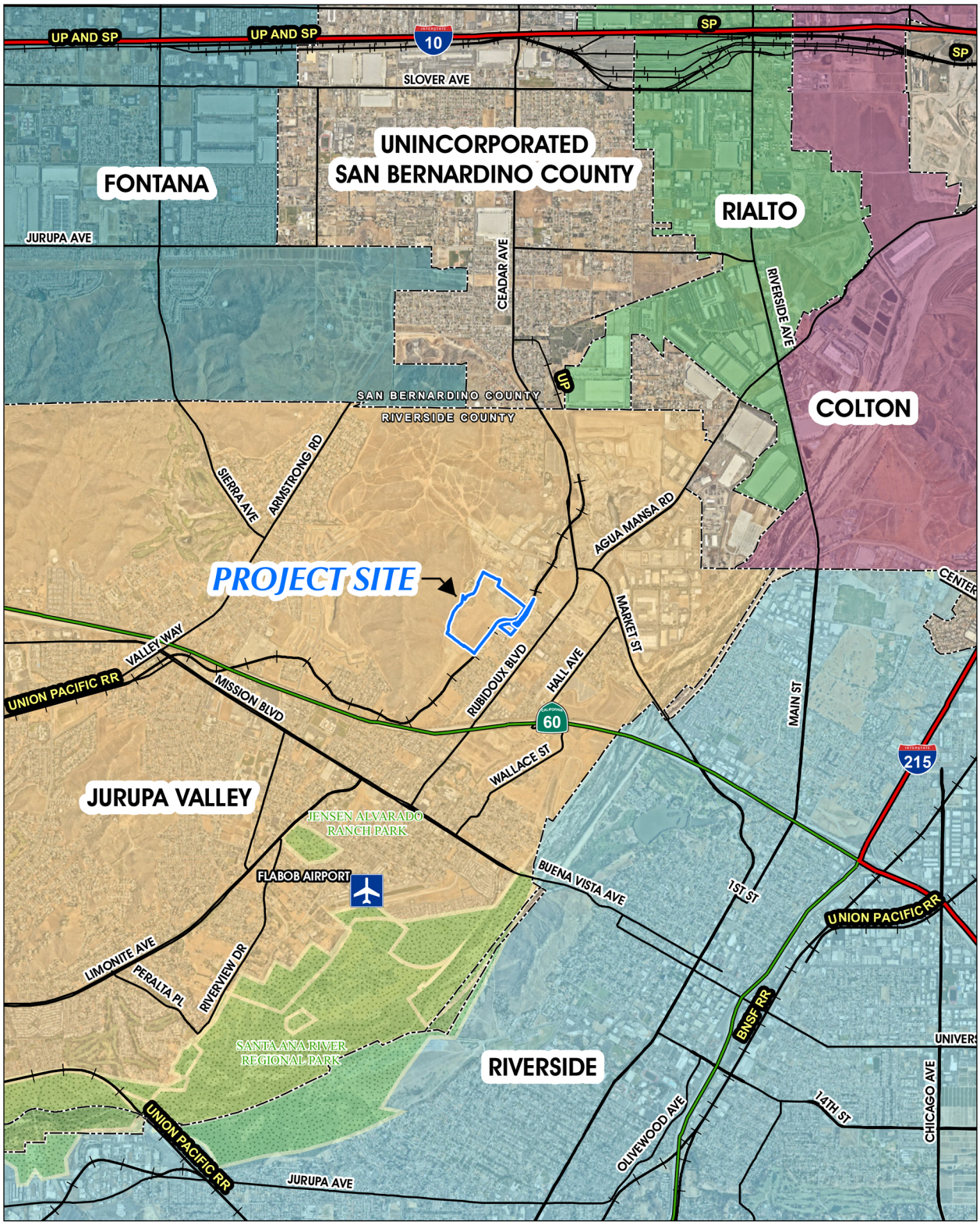
Source(s): ESRI, RCTLMA (2021), SBC (2020), SBCTA (2017)

Figure 3-1

0 0.75 1.5 3 Miles

NORTH

REGIONAL MAP



Source(s): ESRI, RCTLMA (2021), SBC (2020), SBCTA (2017), Nearmap (2021)

Figure 3-2

0 0.25 0.5 1 Miles

NORTH

VICINITY MAP



Source(s): ESRI, RCTLMA (2021), Nearmap (2021)

Figure 3-3

0 125 250 500 Feet

NORTH

AERIAL PHOTOGRAPH

3.2.2 EXISTING ONSITE LAND USES

The Project site is undeveloped and features remnants of aggregate mining operations and a pile of rubble on the northeastern portion of the site. Figure 3-4, *Existing Land Uses*, depicts the existing on-site land uses which demonstrate the that Project site is currently predominantly vacant west of the North Riverside and West Riverside Canal and north of Primavera Avenue. Church structures and a parking lot are located east of North Riverside and West Riverside Canal and south of Primavera Avenue.

The Project site was originally entitled as an aggregate mining operation (CA Mine #91-33-00002) and operated as such for a period of several decades. The Project site currently has an active mining permit with a reclamation plan from the State of California. While the original conditional use permit issued by the County of Riverside lapsed in 2009, the active mining permit from the State means the site may at some point be reactivated.

3.2.3 SURROUNDING LAND USES

As shown on Figure 3-4, the Project area is generally characterized by industrial, residential, vacant, and open space land uses. North of the Project site are industrial uses; east of the Project is industrial land uses; south of the Project are industrial and residential land uses; southwest for the Project is vacant land; and west of the Project site is open space. Refer to Table 3-1, *Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications*.

Table 3-1 Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications

Location	Current Land Use	General Plan Land Use Designation	Zoning
Onsite	Vacant / Undeveloped Land	Light Industrial (LI)	Manufacturing-Medium (M-M) and Manufacturing-Service Commercial (M-SC)
North	Industrial Development, Agricultural	Light Industrial (LI)	Manufacturing-Medium (M-M)
East	Industrial Development	Light Industrial (LI), Open Space-Recreation (OS-R), Public Facilities (PF)	Manufacturing-Service Commercial (M-SC) Open Area Combining Zone - Residential Developments (R5)
South	Industrial Development	Light Industrial (LI), Medium Density Residential (MDR), Commercial Retail (CR)	Manufacturing-Service Commercial (M-SC), Light Agriculture (A-1), Residential Incentive (R-6), and PUD-02
West	Vacant / Former Riverside Cement Company Plant	Open Space Conservation (OS-C)	Manufacturing-Medium (M-M) and SP Zone

3.2.4 LOCAL HISTORY

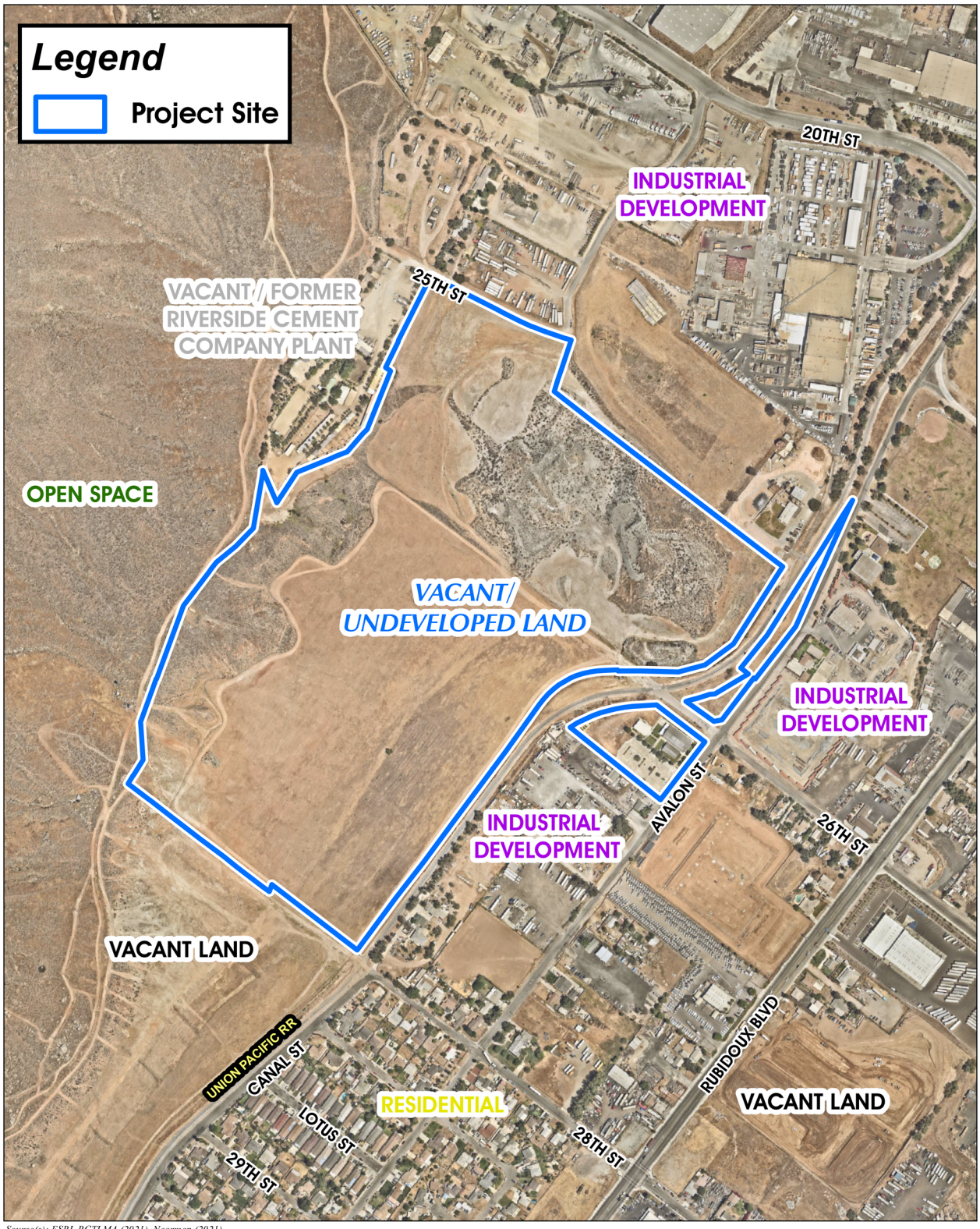
The City of Jurupa Valley was incorporated on July 1, 2011. The primary reason for incorporation was the strong desire for enhanced police services and local control over planning and zoning issues. The City of Jurupa Valley consisted of several unincorporated communities of Riverside County until it incorporated as a City. Prior to its incorporation, the area was governed by Riverside County. The City encompasses approximately 44 square miles and includes the communities of Jurupa Hills, Mira Loma, Glen Avon, Pedley, Indian Hills, Belltown, Sunnyslope, Crestmore Heights, and Rubidoux. Currently, the City is a mix of high and low-density residential development, rural farming, agricultural activities, and commercial retail and industrial uses. (City of Jurupa Valley, n.d.)

As previously noted, the majority of the Project site is currently undeveloped. Existing development at Avalon Street and 26th Street includes a church facility, associated parking lot, and associated landscaping. Following incorporation, the City faced severe financial issues due to high costs of providing services to existing residential communities. In recent years, the City has worked cooperatively with industrial developers and through the execution of mutually agreed upon development agreements, the City has leveraged its ideal location for industrial uses to obtain financial assistance from its industrial developers.

As depicted in historical documents, the southern parcel had orchards in the northwest quarter from 1931 (the earliest records) until approximately the early 1950s, and an egg farm in the southeast quarter from approximately the early 1950s to the early 1990s. All structures in this area were demolished by early 1996. (HMC, 2015)

The northern parcel had an orchard in the far western portion until the early 1950s. The equipment storage operations are only apparent on the 2002 aerial photograph. It is unclear when mining of the decomposed granite was initiated. (HMC, 2015)

In 1990, the vacant and unused church property was developed, including two buildings and one auxiliary building, which operated until 2018. (HMC, 2015)



Source(s): ESRI, RCTLMA (2021), Nearmap (2021)

Figure 3-4

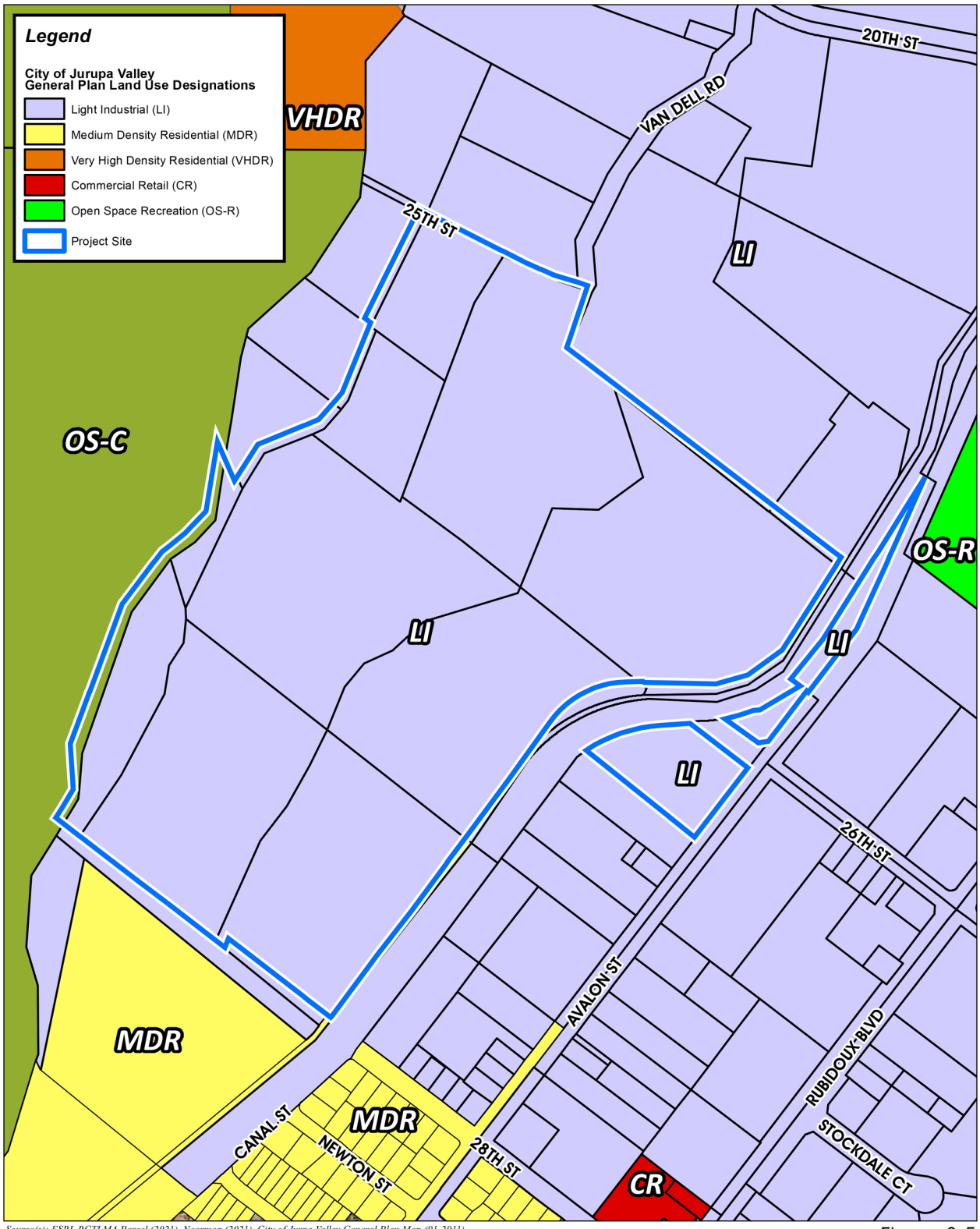
EXISTING LAND USES

3.3 EXISTING GENERAL PLAN DESIGNATIONS AND ZONING CLASSIFICATIONS

The Project site is designated Light Industrial in the City's General Plan. The current Zoning Classification for the Project site is Manufacturing-Medium (M-M) north of Primavera Avenue and west of the West Riverside Canal; and Manufacturing-Service Commercial (M-SC) south of Primavera Avenue east of the West Riverside Canal.

The land in the vicinity of the Project site has the following Zoning Classifications: land to the north is zoned Manufacturing-Medium (M-M); land to the east is zoned Manufacturing-Service Commercial (M-SC); land to the south is zoned Manufacturing-Service Commercial (M-SC), Light Agriculture (A-1), Residential Incentive (R-6), and PUD-02; and land to the west is zoned M-M and SP Zone (Jurupa Valley, 2017b).

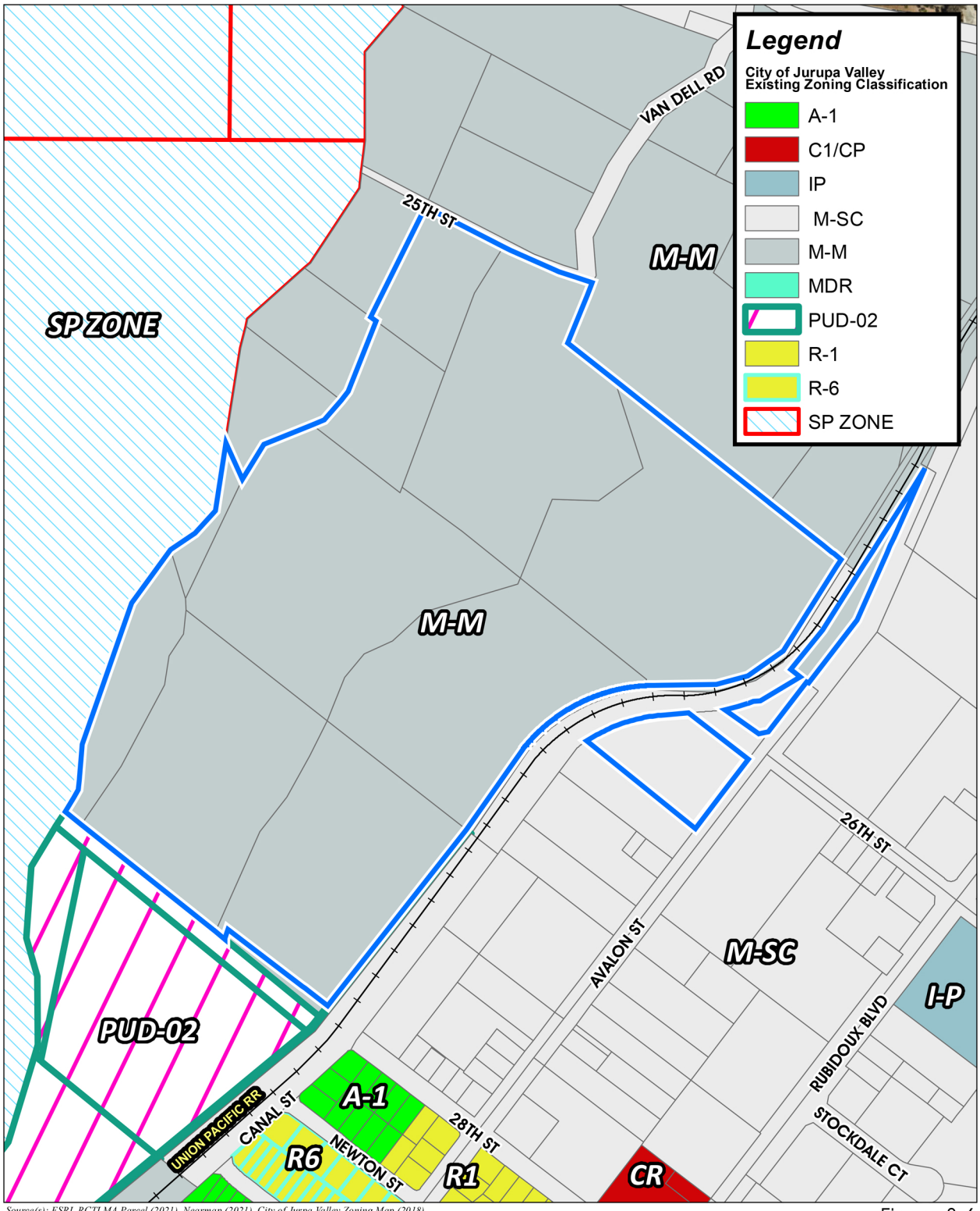
Table 3-1 summarizes the existing General Plan land use designations and zoning classifications of the Project site and immediately surrounding area. Figure 3-5, *Existing General Plan Land Use Designations*, depicts the General Plan land use designations of the Project site and surrounding area, while Figure 3-6, *Existing Zoning Classifications*, depicts the General Plan land use designations of the Project site and surrounding area.



Source(s): ESRI, RCTLMA Parcel (2021), Nearmap (2021), City of Jurpa Valley General Plan Map (01-2011)

Figure 3-5

EXISTING GENERAL PLAN LAND USE DESIGNATIONS



Source(s): ESRI, RCTLMA Parcel (2021), Nearmap (2021), City of Jurpa Valley Zoning Map (2018)

Figure 3-6

0 125 250 500 Feet

NORTH

EXISTING ZONING CLASSIFICATIONS

3.4 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized property with industrial buildings that will serve the local market demand for industrial building space. The following is a list of specific objectives that the proposed Project is intended to achieve.

A. To efficiently develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG, 2020)).

B. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to or near already-established industrial uses.

C. To make efficient use of a property in Jurupa Valley by maximizing its buildout potential for employment-generating uses.

D. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.

E. To develop industrial buildings in close proximity to the SR-60, I-215, and I-10 freeways that can be used as part of the southern California goods movement network.

F. To develop a vacant property that has access to available infrastructure, including roads and utilities.

G. To attract new businesses to the City of Jurupa Valley and thereby provide a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

3.5 PROJECT CHARACTERISTICS

As previously stated, the Project would require approval of GPA No. 18003, ZC No. 21003, SDP No. 19008, TPM No. 37677, and DA No. 19001. Additionally, the Project includes the closure and reclamation of the aggregate mining operation. The Project will result in re-compaction of the site to commercial standards that will facilitate the Project. Once the Project is approved, the State mining permit will be terminated and closed, thus ensuring mining operations would no longer occur.

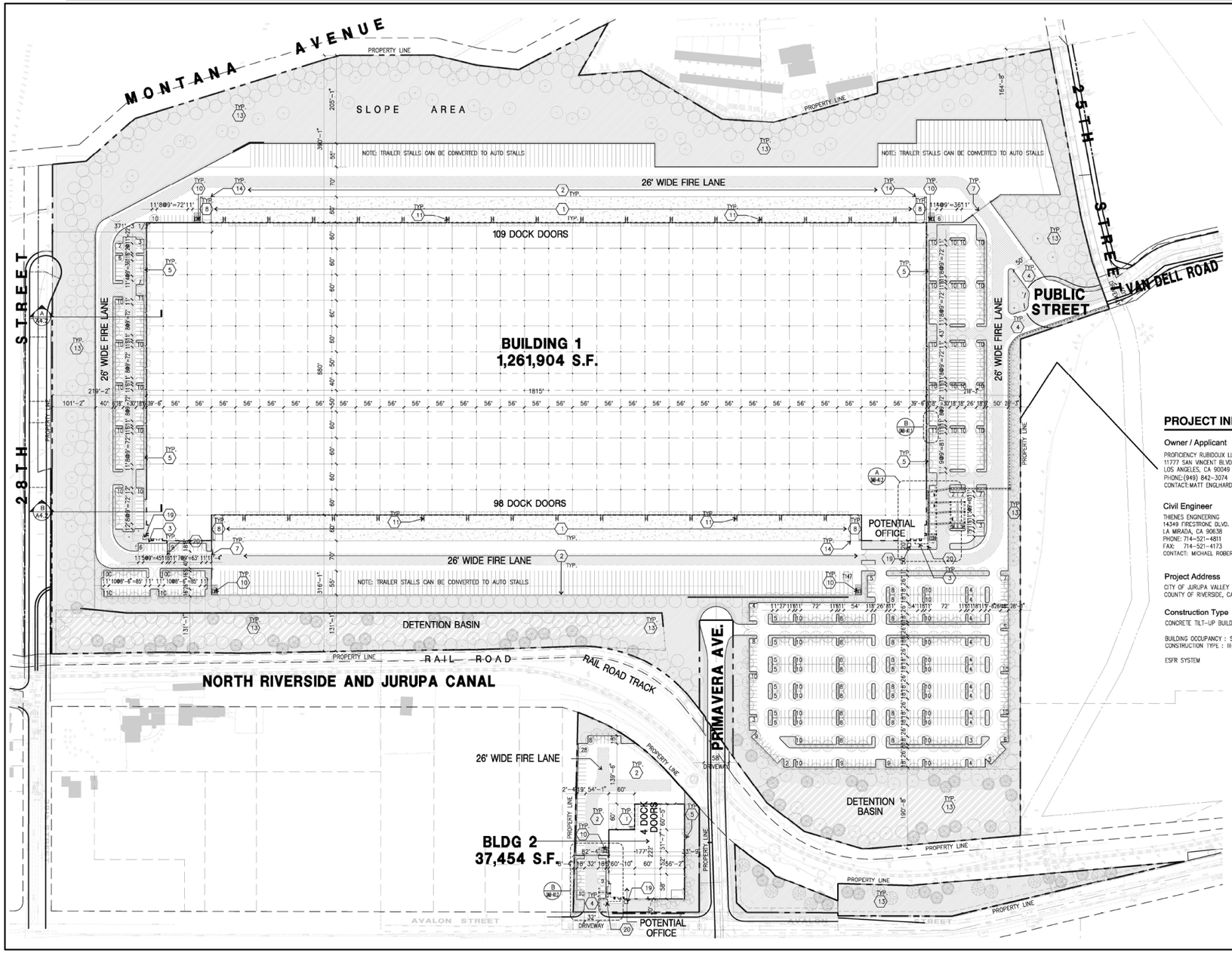
3.5.1 SITE PLAN

A. Site Planning and Building Configuration

Figure 3-7, *Overall Site Plan*, depicts the overall site plan proposed as part of the Project. As shown, the Project Applicant proposes to develop the 81.3-acre Project site with two industrial buildings ("Building 1" and "Building 2") totaling 1,299,358 s.f. of building area and related site improvements including landscaping, parking, and infrastructure facilities. Specifically, Building 1 is proposed on an approximately 77.4-acre site located northeast of 28th Street, west and northwest of the Union Pacific Railroad (UPRR), and south of 25th Street, while Building 2 would be constructed on a 2.5-acre site located at the southwest corner of 26th Street/Primavera Avenue and Avalon Street. A 1.4-acre portion of portion of the Project site is dedicated to public street.

As shown on Figure 3-7, Building 1 would include 1,261,904 s.f. of building area. Although the future tenant(s) of the building is not known, it is anticipated that Building 1 would allow for logistics-related uses, including, but not limited to high-cube fulfillment, and general industrial uses. Cold storage use is not proposed. A total of 109 truck dock doors are proposed along the northwestern side of the building, while 98 truck dock doors are proposed along the southeastern side of the building, for a total of 207 dock doors. A total of 1,330 parking spaces for passenger vehicles are proposed along the southwest, northwest, and northeast sides of the building, with a large parking lot proposed in the northeast corner of the Building 1 site. A total of 134 truck trailer parking spaces are proposed in the truck court along the southeast side of the building. A 26-foot wide fire lane is accommodated surrounding the proposed building. Detention basins also are proposed along the southeast boundary of the Building 1 site adjacent to the West Riverside Canal. Access to the Building 1 site would be provided via the future extension of Primavera Avenue (26th Street), which would primarily serve passenger vehicle traffic, and Van Dell Road, which would accommodate both passenger vehicle and truck traffic.

As shown on Figure 3-7, Building 2 would include 37,454 s.f. of building area. Although the future tenant(s) of the building are not known, it is anticipated that Building 1 would be occupied with general industrial uses. Four (4) truck docking doors are proposed along the west portion of the building. A total of 56 passenger vehicle parking spaces are proposed along the southwest and northwest sides of the building. A 26-foot wide fire access lane is proposed to the southwest and northwest of the proposed building. Access to the Building 2 site would be from a proposed driveway along Avalon Street, which would serve both passenger vehicle and truck traffic.



PROJECT DATA

	BLDG.1	BLDG.2	NET TOTAL	PUBLIC STREET	GROSS TOTAL
SITE AREA					
In s.f.	3,372,991	108,768	3,481,759	60,311	3,542,070 s.f.
In acres	77.4	2.5	79.9	1.4	81.3 ac
BUILDING AREA					
Office - 1st floor	10,000	2,000	12,000		12,000 s.f.
Office - 2nd floor	10,000	2,000	12,000		12,000 s.f.
Warehouse	1,241,904	33,454	1,275,358		1,275,358 s.f.
TOTAL	1,261,904	37,454	1,299,358		1,299,358 s.f.
COVERAGE	37.4%	34.4%	37.3%		36.7%
CLEAR HEIGHT	42'	26'			
AUTO PARKING REQUIRED					
Office: 1/250 s.f.	80	16	96		96 stalls
Whse: 1/1,000 s.f.	1,242	34	1,276		1,276 stalls
TOTAL	1,322	50	1,372		1,372 stalls
AUTO PARKING PROVIDED					
Standard (9' x 18')	705	47	748		748 stalls
End stalls (11' x 18')	243	6	249		249 stalls
Compact (20% max of req)	38	0	38		
Standard Accessible	14	2	16		16 stalls
Van Accessible	6	0	6		6 stalls
TOTAL	1006	55	1,057		1,019 stalls
TRAILER PARKING PROVIDED					
Trailer (10 x 55')	296	0	296		296 stalls

ZONING ORDINANCE FOR CITY
Zoning Designation - Manufacturing-Medium (M-M)
Manufacturing - Service Commercial

MAXIMUM BUILDING HEIGHT ALLOWED
Height - 50', 75' need City approval

MAXIMUM FLOOR AREA RATIO
FAR - to be verified

LANDSCAPE REQUIREMENT					
Percentage - 10%	337,299	10,877	348,176		348,176 s.f.
LANDSCAPE PROVIDED					
	990,869	19,966	1,010,835		1,010,835 s.f.
	29%	18%	29%		

SETBACKS

Buiding	Landscape
Front - none, Adjoins R zone 25'	Adjacent to Street - 10' min.
Side - none, Adjoins R zone 25'	Adjacent to R Zone- 20' min.
Rear - none, Adjoins R zone 25'	

PROJECT INFORMATION

Owner / Applicant
PROFICIENCY RUBIDOUX LLC
11777 SAN VINCENT BLVD. #780
LOS ANGELES, CA 90049
PHONE:(949) 842-3074
CONTACT:MATT ENGLHARD

Applicant Representative
HPA, INC.
18831 BARDEEN AVE. STE 100
IRVINE, CA 92612
PHONE: 949-862-2173
CONTACT: NANCY PARK

APN
178-080-005-1
178-080-009-5
178-080-011-6
178-080-012-7

Civil Engineer
THIENES ENGINEERING
14349 FIRESTRONE BLVD.
LA MIRADA, CA 90638
PHONE: 714-521-4811
FAX: 714-521-4173
CONTACT: MICHAEL ROBERTS

Landscape
HUNTER LANDSCAPE
711 S. FEE ANA ST.
PLACENTIA, CA 92870
PHONE: 714-986-2400
FAX: 714-693-8005
CONTACT: TOM HAYES

Zoning
PROPERTIES WEST OF UPRR:
MANUFACTURING – MEDIUM (M-M)

PROPERTIES EAST OF UPRR:
MANUFACTURING – SERVICE COMMERCIAL (M-SC)

Project Address
CITY OF JURUPA VALLEY
COUNTY OF RIVERSIDE, CA

Construction Type
CONCRETE TILT-UP BUILDING

BUILDING OCCUPANCY : S-1 / B
CONSTRUCTION TYPE : III-B

ESFR SYSTEM

Code Analysis
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA FIRE CODE
2016 CALIFORNIA ENERGY CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS

Legal Description
SEE A1.2

SITE PLAN KEYNOTES

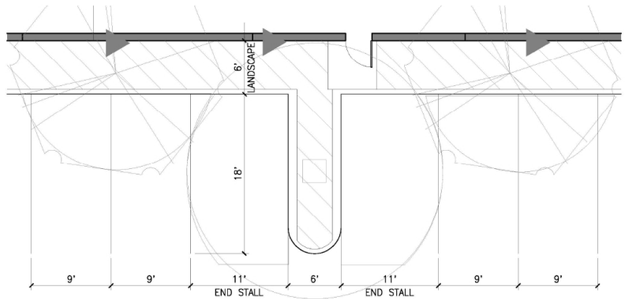
1. HEAVY BROOM FINISH CONCRETE PAVEMENT.
2. ASPHALT CONCRETE (AC) PAVING. SEE "C" DRAWINGS.
3. CONCRETE WALKWAY, MEDIUM BROOM FINISH
4. DRIVEWAY APRONS TO BE CONSTRUCTED
5. 5'-6"X5'-6"X4" THICK CONCRETE EXTERIOR LANDING PAD TYP. AT ALL EXTERIOR MAN DOORS TO LANDSCAPED AREAS. FINISH TO BE MEDIUM BROOM FINISH. PROVIDE WALK TO PUBLIC WAY OR DRIVE WAY AS REQ. BY CITY INSPECTOR.
6. APPROXIMATE LOCATION OF TRANSFORMER. VERIFY WITH SCE FOR LOCATION.
7. PROVIDE 8' HIGH METAL GATES W/ KNOX-BOX PER FIRE DEPARTMENT STANDARDS PER DRIVEWAY.
8. CONCRETE RAMP W/ 42" HIGH CONCRETE WALL.
9. PRE-CAST CONCRETE WHEEL STOP.
10. TRASH ENCLOSURE PER CITY STANDARD.
11. EXTERIOR CONCRETE STAIR.
12. SHORT-TERM BIKE RACK.
13. LANDSCAPE. ALL LANDSCAPE AREAS INDICATED BY SHADING.
14. CONCRETE FILLED GUARD POST "6 DIA. U.N.O. 42" H.
15. ACCESSIBLE ENTRY SIGN.
16. ACCESSIBLE PARKING STALL SIGN.
17. TRUNCATED DOME.
18. APPROXIMATE LOCATION OF FIRE HYDRANT.
19. EMPLOYEE BREAK AREA.
20. BIKE RACK TYPICAL.

SITE PLAN GENERAL NOTES

1. THE SITE PLAN BASED ON THE SOILS REPORT PREPARED BY: TBD
2. IF SOILS ARE EXPANSIVE IN NATURE, USE STEEL REINFORCING FOR ALL SITE CONCRETE.
3. ALL DIMENSIONS ARE TO THE FACE OF CONCRETE WALL, FACE OF CONCRETE CURB OR GRID LINE U.N.O.
4. SEE "C" PLANS FOR ALL CONCRETE CURBS, GUTTERS AND SWALES.
5. THE ENTIRE PROJECT SHALL BE PERMANENTLY MAINTAINED WITH AN AUTOMATIC IRRIGATION SYSTEM.
6. SEE "C" DRAWINGS FOR POINT OF CONNECTIONS TO OFF-SITE UTILITIES. CONTRACTOR SHALL VERIFY ACTUAL UTILITY LOCATIONS.
7. PROVIDE POSITIVE DRAINAGE AWAY FROM BLDG. SEE "C" DRAWINGS.
8. CONTRACTOR TO REFER TO "C" DRAWINGS FOR ALL HORIZONTAL CONTROL DIMENSIONS. SITE PLANS ARE FOR GUIDANCE AND STARTING LAYOUT POINTS.
9. SEE "C" DRAWINGS FOR FINISH GRADE ELEVATIONS.
10. CONCRETE SIDEWALKS TO BE A MINIMUM OF 4" THICK W/ TOOLED JOINTS AT 6' O.C. EXPANSION/CONSTRUCTION JOINTS SHALL BE A MAXIMUM 12' EA. WAY. EXPANSION JOINTS TO HAVE COMPRESSIVE EXPANSION FILLER MATERIAL OF 1/4". FINISH TO BE A MEDIUM BROOM FINISH U.N.O.
11. PAINT CURBS AND PROVIDE SIGNS TO INFORM OF FIRE LANES AS REQUIRED BY FIRE DEPARTMENT.
12. THE FINAL CONSTRUCTION LANDSCAPE AND IRRIGATION PLANS ARE REVIEWED BY THE PLANNING DEPARTMENT AND PUBLIC WORKS DEPARTMENT IN SEPARATE SUBMITTALS IF THE PROJECT IS APPROVED. THE PLANNING DEPARTMENT SHALL REVIEW THE ON-SITE LANDSCAPE AREAS AND THE PUBLIC WORKS DEPARTMENT WILL REVIEW THE OFF-SITE LANDSCAPE AREAS. IT WILL BE REVIEWED FOR CONFORMANCE WITH THE APPROVAL PLANS, CONDITIONS OF APPROVAL AND CODE REQUIREMENTS.
13. PRIOR TO FINAL CITY INSPECTION, THE LANDSCAPE ARCHITECT SHALL SUBMIT A CERTIFICATE OF COMPLETION TO PUBLIC FACILITIES DEVELOPMENT.
14. DIMENSIONS OF PARKING END STALLS TO BE 11'X18', SEE SITE PLAN FOR LOCATIONS.
15. LANDSCAPED AREAS SHALL BE DELINEATED WITH A MINIMUM SIX INCHES (6") HIGH CURB.

SITE PLAN GENERAL NOTES

- CONCRETE PAVING. SEE "C" DRWGS. FOR THICKNESS
- STANDARD PARKING STALL (9' X 18')
- LANDSCAPED AREA
- 26' WIDE FIRELANE
- ADA PARKING STALL (9' X 18') W/ 5' ACCESSIBLE AISLE
- ADA PARKING STALL (VAN) (9' X 18') W/ 8' ACCESSIBLE AISLE
- PATH OF TRAVEL



Source(s) HPA (12-25-2018)

Figure 3-7

OVERALL SITE PLAN

B. Circulation

Access to the Building 1 site would be accommodated via a proposed extension of Primavera Avenue (26th Street), which would serve emergency vehicles only, and a proposed extension of Van Dell Road, which would serve both passenger vehicle and truck traffic. Roadway/circulation improvements that would be constructed as part of the Project are described below.

- **Van Dell Road.** Van Dell Road is a north-south oriented roadway located at the northern Project boundary. Project to construct Van Dell Road from Driveway 1/Driveway 2 to 20th Street at its ultimate full-section width as a Modified Industrial Collector (ultimate 80- foot right-of-way), 11-foot wide parkways along each side of the road that would include sidewalks.

- **28th Street.** 28th Street is an east-west oriented roadway. As part of the Project, 28th Street would be improved along the Building 1 site's frontage to provide for 44 feet of paved drive aisles, curb and gutter, and 11-foot wide parkways along each side of the road that would include sidewalks; however, no site access is proposed from 28th Street.

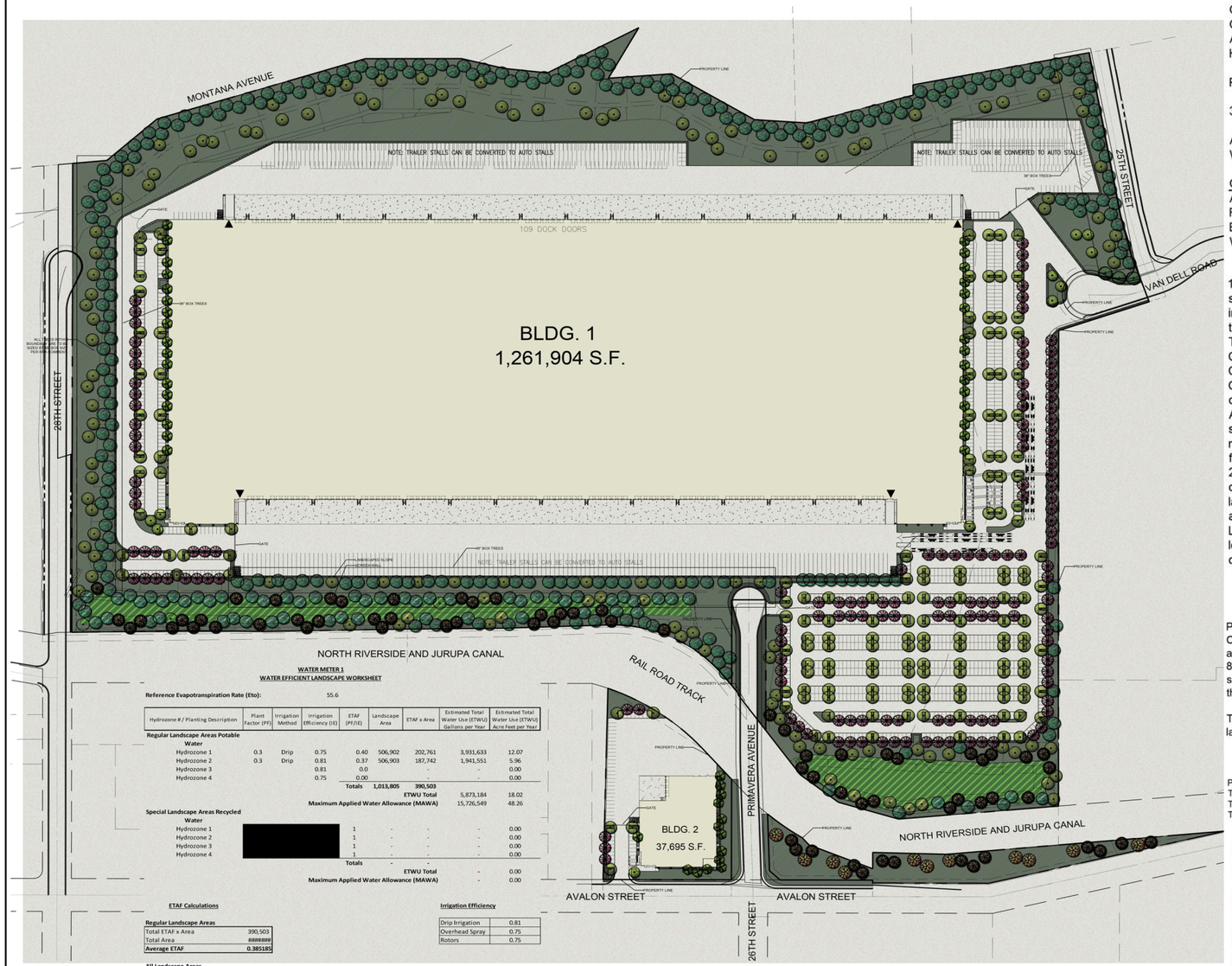
- **Primavera Avenue (26th Street).** Primavera Avenue is an east-west oriented roadway. Project to construct Primavera Avenue from Driveway 3 to Rubidoux Boulevard at its ultimate full-section width as a Modified Industrial Collector (ultimate 80-foot right-of-way Primavera Avenue would be improved to include 58 feet of paved drive aisles and 11-foot wide parkways along each side of the road that would include sidewalks.

- **Avalon Street.** Avalon Street is a north-south oriented roadway located along the Project's eastern boundary. Project to construct Avalon Street from the Project's southern boundary to 20th Street at its ultimate full-section width as a Modified Industrial Collector (ultimate 80-foot right-of-way), 11-foot wide parkways along each side of the road that would include sidewalks.

3.5.2 LANDSCAPING/EXTERIOR FEATURES

A. Landscaping

Figure 3-8, *Conceptual Landscape Plan*, depicts the Project's proposed landscape plan for the site. As shown, landscaping would occur throughout the Building 1 and Building 2 site. Additionally, landscaping is proposed along a strip of land located along the west side of Avalon Street, north of Primavera Avenue (26th Street), although no grading or development is proposed along this landscape strip. As shown, landscaping throughout the site would include a combination of trees, shrubs, and groundcover. Landscaping along the site's frontages with Primavera Avenue (26th Street) would include toyon trees (*Heteromeles arbutifolia*) and California sycamore (*Platanus racemosa*), along with shrubs and groundcover. Along the proposed entrance to the site from Van Dell Road, landscaping on site would include chitalpa (*Chitalpa tashkentensis*), blue palo verde (*Cercidium* 'Desert Museum'), and magnolia trees (*Magnolia g.* 'Little Gem'), along with shrubs and groundcover. Passenger vehicle parking areas would be landscaped with chitalpa and blue palo verde trees. The proposed manufactured slopes in the northwestern portion of the Building 1 site would be landscaped with African sumac (*Rhus lancea*), Afghan pine (*Pinus eldarica*), and toyon, along with a variety of shrubs. The proposed detention basins on the Building 1 site would be landscaped with California sycamore, Afghan pine, and toyon, along with shrubs and ground cover. The proposed landscape strip north of Primavera Avenue (26th Street) would be landscaped with California sycamore and toyon, along with shrubs and ground cover.



WATER METER 1
WATER EFFICIENT LANDSCAPE WORKSHEET

Reference Evapotranspiration Rate (Eto): 55.6

Hydrozone # / Planting Description	Plant Factor (PF)	Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Landscape Area	ETAF x Area	Estimated Total Water Use (ETWU) Gallons per Year	Estimated Total Water Use (ETWU) Acre Feet per Year
Regular Landscape Areas Potable Water								
Hydrozone 1	0.3	Drip	0.75	0.40	506,902	202,761	3,931,633	12.07
Hydrozone 2	0.3	Drip	0.81	0.37	506,903	187,742	1,941,551	5.96
Hydrozone 3			0.81	0.0	-	-	-	0.00
Hydrozone 4			0.75	0.00	-	-	-	0.00
				Totals	**1,013,805**	**390,503**		
						ETWU Total	5,873,184	18.02
				Maximum Applied Water Allowance (MAWA)			15,726,549	48.26
Special Landscape Areas Recycled Water								
Hydrozone 1	[redacted]			1	-	-	-	0.00
Hydrozone 2				1	-	-	-	0.00
Hydrozone 3				1	-	-	-	0.00
Hydrozone 4				1	-	-	-	0.00
				Totals	-			
						ETWU Total	-	0.00
				Maximum Applied Water Allowance (MAWA)			-	0.00

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	390,503
Total Area	########
Average ETAF	**0.385185**

All Landscape Areas	
Total ETAF x Area	390,503
Total Area	########

Irrigation Efficiency

Drip Irrigation	0.81
Overhead Spray	0.75
Rotors	0.75

CONSTRUCTION CONSERVATION STATEMENT

THE IRRIGATION SYSTEM WILL BE DESIGNED UTILIZING 'STATE OF THE ART' IRRIGATION EQUIPMENT SUCH AS SMART CONTROLLERS, RAIN SHUT OFF DEVICES, MASTER VALVES AND FLOW SENSORS AND WATER EFFICIENT IRRIGATION HEADS.

PLANT MATERIAL IS SEPARATED BY HYDROZONES

3" MULCH LAYER

ALL IRRIGATION SYSTEMS WILL BE DESIGNED TO COMPLY WITH THE COUNTY OF RIVERSIDE'S ORDINANCE #859

GENERAL PARKING LOT SHADING CRITERIA

ALL PARKING AREAS EXCLUDING DRIVE AISLES SHALL RECEIVE A MIN. 50% SHADING UTILIZING AN ASSORTMENT OF EVERGREEN AND DECIDUOUS TREES. (CANOPY OF TREES WITH 15 YEARS OF AGE)

1. The project landscape architect shall contact a field inspection at substantial completion of the project to verify that the landscape and irrigation installation is Compliance with the approved design plans; this prior to beginning the contractors 1 year maintenance period. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the landscape and irrigation installation. The Certificate shall include a list of any deficiencies or necessary changes for approval by the Department of Development Services. At the time of the City Final landscape inspection an irrigation system coverage review will be conducted; the landscape contractor may be required to be attendance to operate the irrigation system to facilities the review.
2. The project landscape architect shall conduct a field inspection at completion of the project 1 year maintenance period to verify that the landscape and irrigation installation is in Compliance with the approved design plans and is healthy and flourishing. The project Landscape Architect shall then submit a Certificate of Compliance letter to the City of Jurupa Valley and request a final City Inspection of the maintained landscape and irrigation installation.

Prior to project construction, I agree to submit a complete Landscape Construction Document Package that complies with the the requirements of applicable ordinances, including but not necessarily limited to Ordinance No. 859.3; Ordinance 348, Ordinance 461; project Conditions of Approval; and in substantial conformance with the approved Landscape Concept Plan, Should the ordinances be revised, plans may be subject to change.

The Property owner is to assume all responsibility to maintain all on and off site landscape including plant material and irrigation for the life of the project.

Project Summary:
Total Landscape Area: 1,235,483 Square Ft.
Total Building Area: 1,215,093 Square Ft.
Total Parking Area: 133,102 Square Ft.

Estimated shrub and groundcover quantities
5 Gal shrubs - 971,379sf - 3-4' oc
1 Gal groundcover - 23,419sf average 48" oc
Hydro-seed area - 136,903 sf

GENERAL NOTES
ALL LANDSCAPE AND IRRIGATION SHALL COMPLY WITH THE RIVERSIDE COUNTY ORDINANCE #859.3

ALL LANDSCAPE PLANTERS ADJACENT TO PARKING STALLS SHALL HAVE A 12" WIDE CONC. STEPOUT.

ALL TREES SHALL BE PLANTED WITH A LINEAR ROOT BARRIER WHEN LOCATED WITH 6 FEET OF ANY HARDSCAPE.

PLANTING LEGEND

TREES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Cercidium 'Desert Museum' Blue Palo Verde	24" Box	11	L	Multi
	Chitalpa tashkentensis Chitalpa	24" Box	147	L	Standard
	Cupressus sempervirens Italian Cypress	24" Box	16	M	Standard
	Pinus eldarica Afghan Pine	48" Box 36" Box 24" Box	55 62 180	L L L	Standard Standard Standard
	Pistacia chinensis Chinese Pistache	24" Box	3	L	Standard
	Platanus racemosa California Sycamore	48" Box 36" Box 24" Box	8 1 61	M M	Multi Multi
	Quercus agrifolia Coast Live Oak	24" Box	11	M	Multi
	Rhus lancea African Sumac	48" Box 36" Box 24" Box	16 24 257	L	Standard
	Tristania conferta Brisbane Box	15 Gal	46	M	Standard

SHRUBS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acca sellowiana Pineapple Gauva	5 Gal	3'	M	
	Dodonaea viscosa 'Purpurea' Hopseed Bush	5 Gal	4'	M	
	Leucophyllum f. 'Green Cloud' Texas Ranger	5 Gal	4'	L	
	Ligustrum j. Texanum Texas Privet	5 Gal	3'	M	
	Rhamnus californica Coffeeberry	5 Gal	4'	L	
	Salvia greggii Autumn Sage	5 Gal	3'	L	
	Salvia l. 'Santa Barbara' Sanat Barbara Sage	5 Gal	4'	L	
	Senna artemisioides Feathery Cassia	5 Gal	4'	L	
	Muhlenbergia capillaris Pink Muhly	1 Gal	3'	L	

GROUNDCOVER

SYMBOL	BOTANICAL/COMMON NAME	SIZE	SPACING	WUCOLS	REMARKS
	Acacia redolens 'Low Boy' Low Boy Trailing Acacia	1 Gal	8' O.C.	L	
	Festuca mairei Altas Fescue	1 Gal	24" O.C.	M	Grass
	Lonicera j. 'Halliana' Hall's Honeysuckle	1 Gal	48" O.C.	L	
	Rosa 'Flower Carpet' Red Red Flower Carpet Rose	1 Gal	30" O.C.	L	
	Rosmarinus o. 'Huntington Carpet' Huntington Carpet Rosemary	1 Gal	48" O.C.	L	
	Senecio mandraliscae Blue Chalksticks	4" Pots	12" O.C.	L	

ACCENTS

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
	Agave 'Blue Glow' Blue Glow Agave	5 Gal	3'	L	
	Agave villmoriniana Octopus Agave	5 Gal	5'	L	
	Aloe striata Coral Aloe	1 Gal	2'	L	
	Dasylerion wheeleri Desert Spoon	5 Gal	4'	L	
	Hesperaloe parviflora Red Yucca	5 Gal	3'	L	
	Lantana 'New Gold' Compact Gold Lantana	1 Gal	4'	L	

VINES

SYMBOL	BOTANICAL/COMMON NAME	SIZE	QTY	WUCOLS	REMARKS
▲	Parthenocissus tricuspidata Boston Ivy	1 Gal	133	M	

○ 4' Tall Screen Hedge
35. Jurupa Valley & Lighting Maintenance District 89-1-C for maintenance of the landscape will be annexed

Source(s) Hunter Landscape (11-18-20)

Figure 3-8

NOT TO SCALE

NORTH

CONCEPTUAL LANDSCAPE PLAN

B. Grading, Retaining Walls, and Manufactured Slopes

Per the Project's Conceptual Grading Plan, the Project site would be graded in a manner that approximates the site's existing topographic conditions. As shown on Table 3-2, *Estimated Earthwork Quantities*, grading of the site would require approximately 847,456 cubic yards (cy) of cut and 801,991 cy of fill, resulting in a total export of approximately 45,465 cy. The destination of the soil export material is not known, though for purposes of analysis it is assumed the destination site would be located within 20 roadway miles of the Project site.

Table 3-2 Estimated Earthwork Quantities

Earthwork	Quantity
Site Area	3,489,251 sf
Subsidence Factor	0.063
Shrinkage Factor	5.0%
Overexcavation	188,776 CY
Calculated Cut	835,436 CY
Footing and Utility Spoils	12,000 CY
Underground Storage	-
Total Cut	**847,456 CY**
Calculated Fill	742,102 CY
Light Paving Fill	-
Subsidence	8,077 CY
Overexcavation Shrinkage	9,439 CY
Total Fill	**801,991 CY**
Total Export	**45,465 CY**

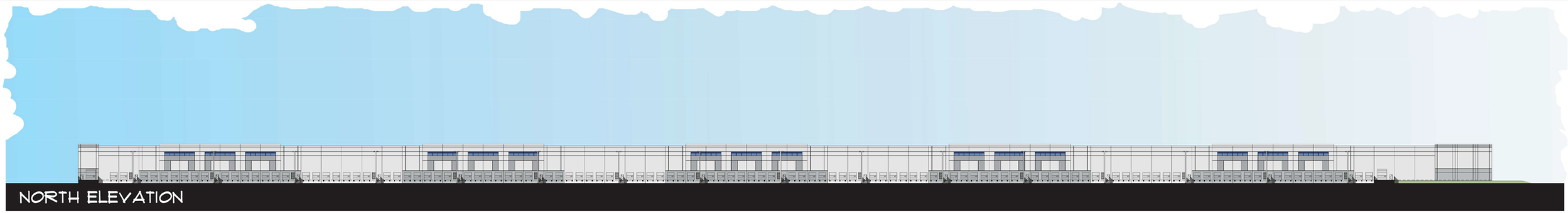
Retaining walls and manufactured slopes are proposed to facilitate site grading. Along the northwest side of the Building 1 site, manufactured slopes are proposed at heights of up to 60 feet and at a slope gradient of 2:1 (horizontal:vertical). These slopes would have benches to facilitate drainage and to ensure that individual slopes do not exceed 25 feet in height. Manufactured slopes measuring up to 25 feet in height also are proposed along the southwest, northeast, and southeast sides of the Building 1 site, with a maximum gradient of 2:1. Retaining walls up to 6.3 feet in height are proposed along a portion of the proposed slope in the northwest portion of the site, while retaining walls up to 11.9 feet are proposed to the southeast of Building 1, between Building 1 and the proposed passenger vehicle parking area. Two detention/infiltration basins also are proposed on the Building 1 site, both of which would be located along the site's southeastern boundary. The detention basins would have slopes with a 3:1 gradient. As shown, a small manufactured slope is proposed in the northeast portion of the Building 2 site, which would measure up to 12 feet in height and would be constructed at a 2:1 gradient.

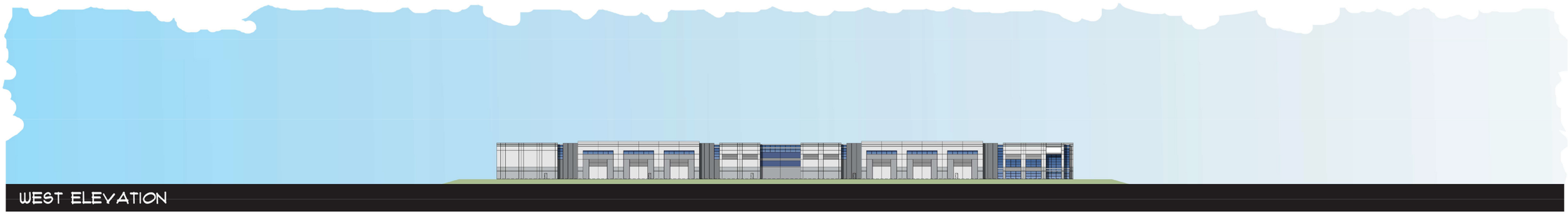
C. Architectural Design

Conceptual building elevations for Building 1 are depicted on Figure 3-9, *Conceptual Building Elevations – Building 1*, while conceptual building elevations for Building 2 are depicted on Figure 3-10, *Conceptual Buildings Elevations – Building 2*. As shown on Figure 3-9, Building 1 would have a variable roof line measuring between 44 and 46 feet in height. Entrances to the building are proposed at the southern and eastern corners of the building. Glazing (glass) would be provided at both entrances to the building, which also are proposed to include office uses. The building would be painted with a mixture of light gray and light blue colors. As shown on Figure 3-10, Building 2 also would include a variable roof line measuring between 38 feet and 40 feet in height. The entrances to Building 2 would occur at the south corner of the building, which also is proposed to include ancillary office uses and would be treated with glazing. Building 2 also would be painted with a mixture of light gray and light blue colors.

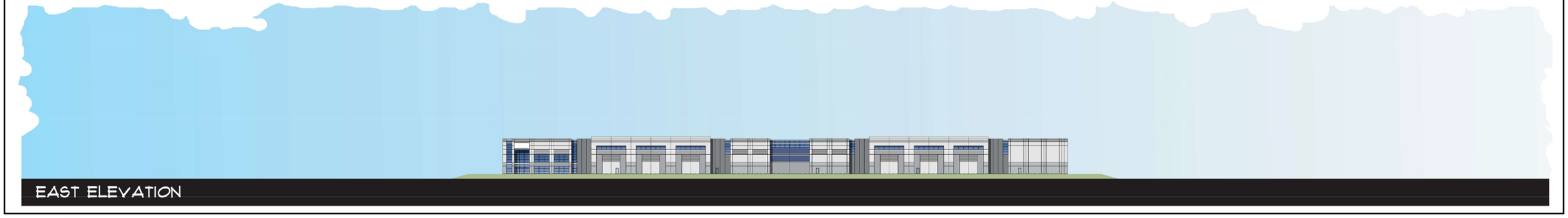
D. Walls and Fencing

Walls and fencing proposed as part of the Project are depicted on Figure 3-11, *Conceptual Walls and Fencing Plan*. As shown, 14-foot tall concrete screen walls are proposed around the truck docking court to the southeast of Building 1, and along the outside edges of the truck court and passenger vehicle parking areas to the northwest of Building 1. Eight-foot high metal fencing is proposed along the northwest property line of the Building 2 site, and at the southern edge of the truck trailer court for Building 2. Eight-foot tall metal sliding or swing gates are proposed at the entrances to the truck court to the southeast of Building 1, at the northwestern entrance from Van Dell Road, at the southern corner of Building 1, and at the access into the truck docking area associated with Building 2. An existing concrete screen wall along the southwest and northeast boundaries of the Building 2 site would remain in place.









Source(s) HPA (11-2020)

Figure 3-9

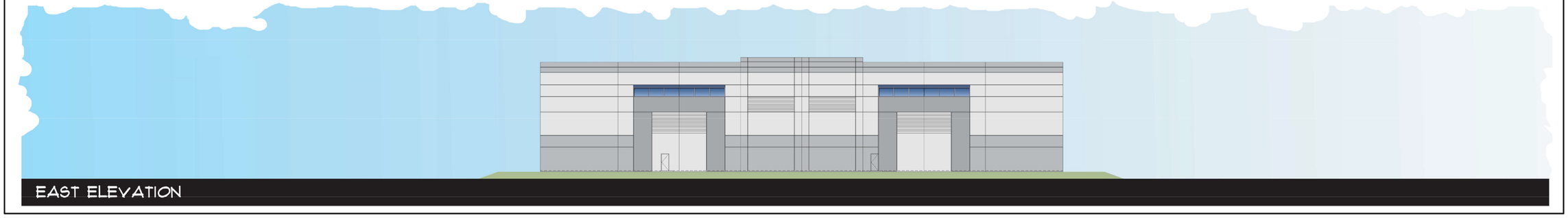
NOT TO SCALE

Conceptual Building Elevations – Building 1







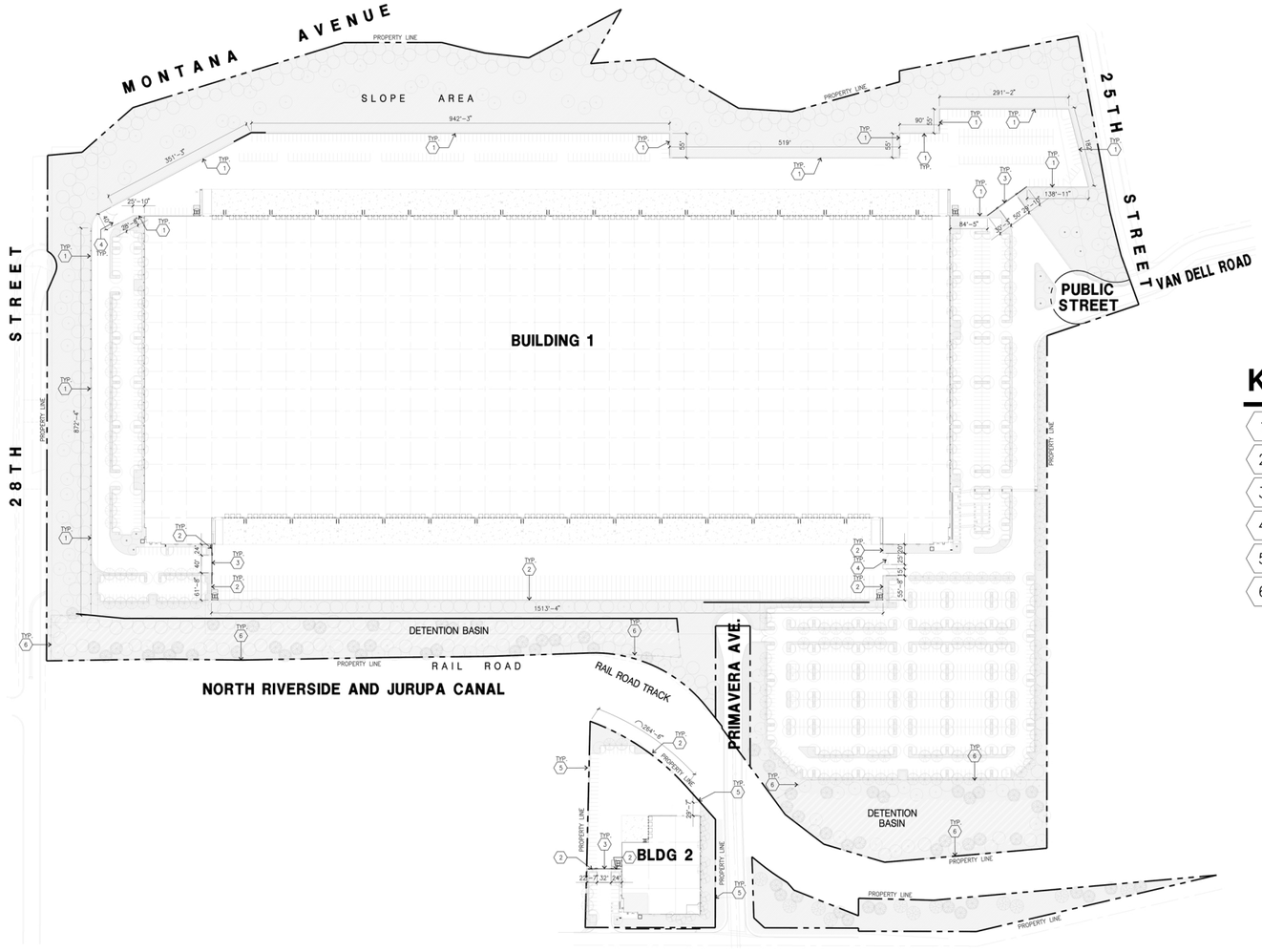


Source(s) HPA (11-2020)

Figure 3-10

NOT TO SCALE

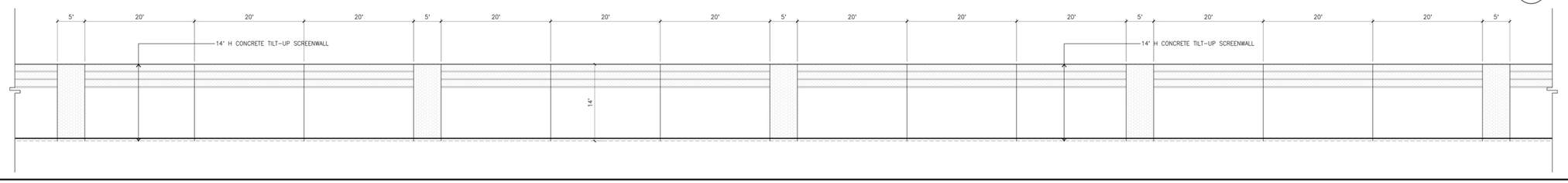
Conceptual Building Elevations – Building 2



KEYNOTES

1. 14' HIGH CONCRETE SCREEN WALL
2. 8' HIGH METAL FENCE
3. 8' HIGH METAL SLIDING GATE
4. 8' HIGH METAL SWING GATE
5. EXISTING SCREEN WALL TO REMAIN AND PROTECT IN PLACE.
6. 6' HIGH CHAIN LINK FENCE

FENCING PLAN A



Source(s) HPA (12-25-2018)

Figure 3-11

NOT TO SCALE

NORTH

Conceptual Wall and Fencing Plan

3.5.3 INFRASTRUCTURE IMPROVEMENTS

A. Water Service

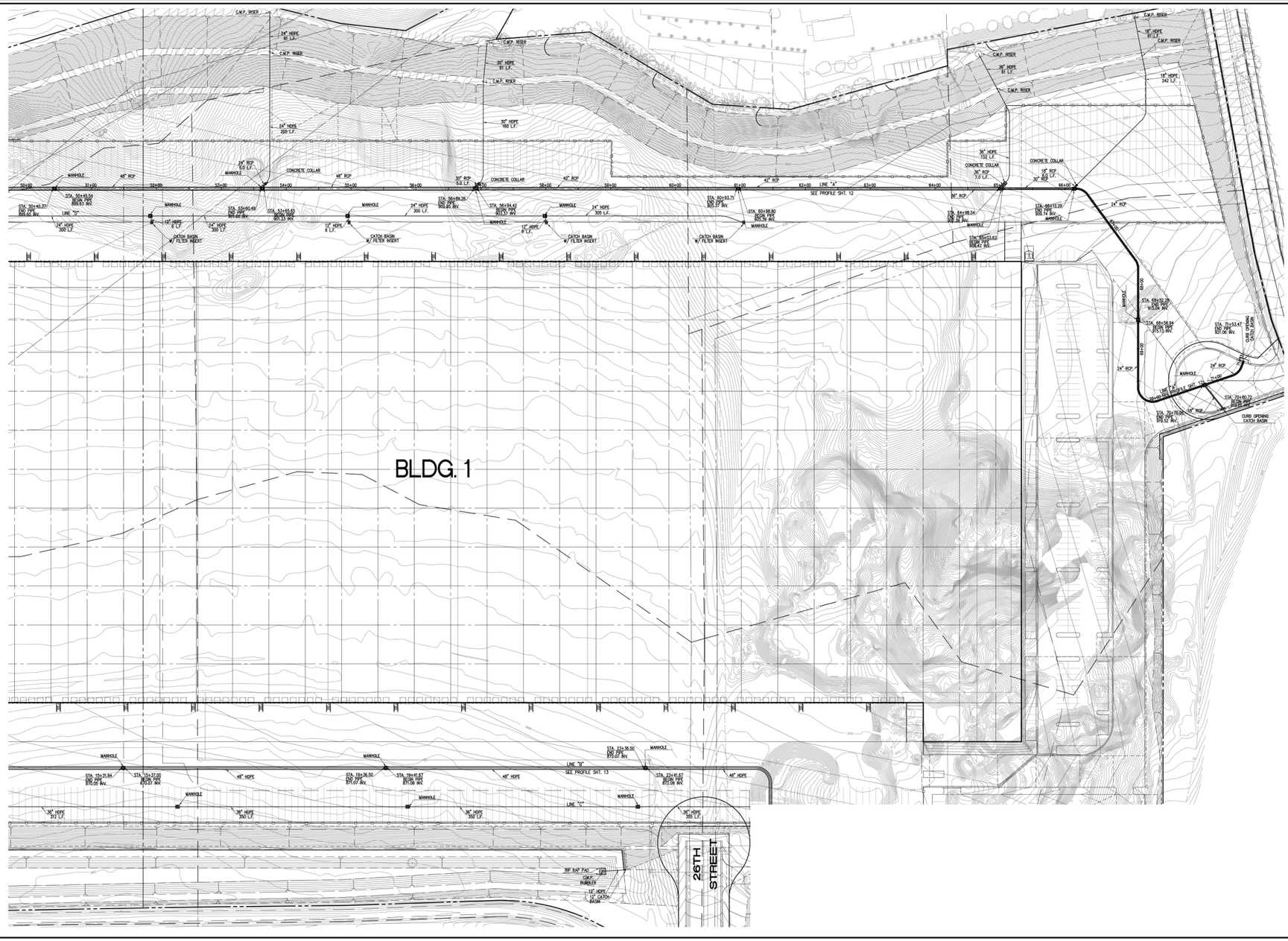
Water service to the Project site would be provided by the Rubidoux Community Services District (RCSD). Water service to the Building 1 site would be accommodated via a proposed 12-inch looped water main that would extend from the northeast corner of the building southeast within Primavera Avenue (26th Street) to an existing point of connection to the south of Rubidoux Boulevard. Water service for Building 2 would be accommodated via a proposed 12-inch water line that would connect to the proposed 12-inch water lines within Primavera Avenue (26th Street).

B. Sewer Service

Sanitary sewer service to the Project site also would be provided by the RCSD. The proposed 6-inch sewer lines would be extended from the southwest and northwest corners of Building 1, which would connect to an 8-inch private sewer main on site that would extend southeast as a public 12-inch sewer main within Primavera Avenue (26th Street). The proposed sewer main would connect to an existing 8-icnh sewer main located south of Rubidoux Boulevard. For Building 2, a 6-inch sewer line would be extended on site towards the southeast to a proposed 8-inch sewer main within Avalon Street, which would connect to the proposed 8-inch sewer main within Primavera Avenue (26th Street). Sewer flows from the Project site would be conveyed via the regional wastewater conveyance facilities to the City of Riverside Regional Water Quality Control Plant (RWQCP), located approximately 4.4 miles southwest of the Project site (RCSD, 2016, p. 5-8).

C. Drainage

Figure 3-12 and Figure 3-13, *Conceptual Storm Drain Plan* depict the proposed storm drain plans for the Project. As shown, runoff tributary to the site along the northwest boundary slopes of the Project site would be captured and diverted to an existing 72-inch storm drain line within 28th Street. Runoff from the areas northwest and southwest of the Building 1 site would be conveyed via subsurface drains with filter inserts towards the proposed detention basin in the southeast corner of the Building 1 site. Runoff from the Building 1 roof and areas in the northeast portion of the Building 1 site would be conveyed to a separate proposed detention basin in the northeast corner of the site. Flows from the Building 1 site would be conveyed to an existing 72-inch storm drain line located within 28th Street along the UPRR rail tracks. Runoff from the Building 2 site would be captured and treated by Stormtech SC-740 chambers, which would detain runoff and provide water quality treatment before discharging the flows into existing drainage facilities within Avalon Street.



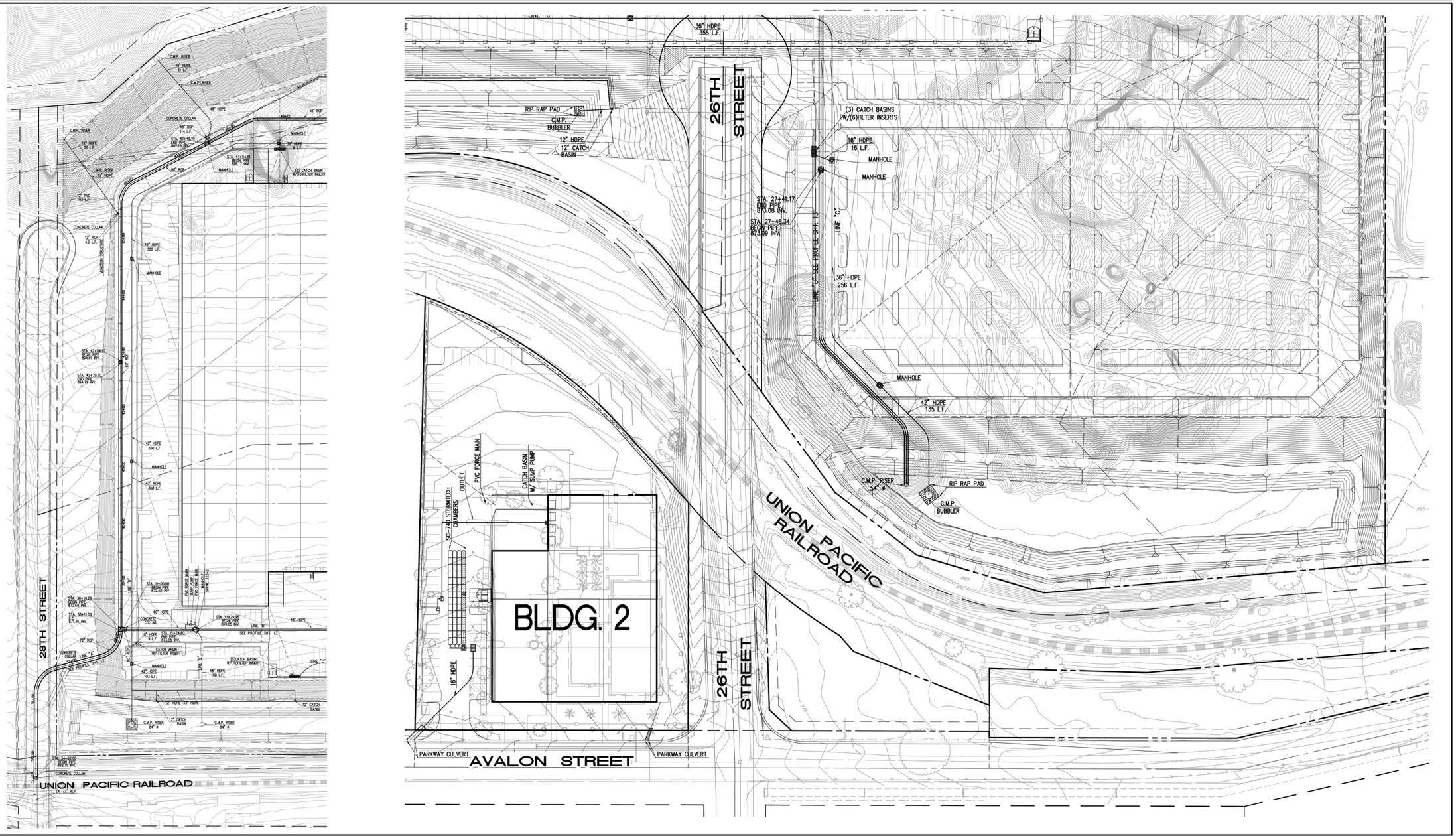
Source(s) Thienes Engineering (01-07-2019)

Figure 3-12

NOT TO SCALE

NORTH

CONCEPTUAL STORM DRAIN PLAN (1 of 2)



Source(s) Thienes Engineering (01-07-2019)

Figure 3-13

NOT TO SCALE

NORTH

CONCEPTUAL STORM DRAIN PLAN (2 of 2)

3.6 SCOPE OF ENVIRONMENTAL ANALYSIS

3.6.1 CONSTRUCTION CHARACTERISTICS

As summarized in Table 3-3, *Construction Duration*, it is expected that the Project would commence construction sometime in 2021 and be constructed in a single phase, with construction activities occurring over a period of 26 months. The construction schedule represents a "worst-case" analysis scenario should construction occur any time after the estimated start date, because emission factors for construction decrease as time passes due to emission regulations becoming more stringent. As described in the in the CalEEMod User's Guide Version 2016.3.2, Section 4.3 "OFFROAD Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

Table 3-4, *Construction Equipment Assumptions*, provides a summary of the construction equipment anticipated to be used during Project construction. Physical disturbances would occur throughout the 81.3-acre property, with exception of a small portion of the slopes to the northwest of Building 1 that would be left undisturbed. Off-site improvements are limited to the construction of roadway improvements, including the extension of Primavera Avenue (26th Street) across the UPRR railroads tracks. All utility connections would occur within existing or proposed improved roadways.

Table 3-3 Construction Duration

Phase Name	Days
Demolition	20
Site Preparation	50
Grading	190
Building Construction	345
Paving	110
Architectural Coating	220

(Urban Crossroads, 2020a, Table 3-2)

Table 3-4 Construction Equipment Assumptions

Activity	Equipment	Amount	Hours Per Day
Demolition	Concrete Industrial Saw	1	8
	Excavators	3	8
	Rubber Tired Dozers	2	8
Site Preparation	Crawler Tractors	4	8
	Rubber Tired Dozers	3	8
Grading	Crawler Tractors	2	8
	Excavators	2	8
	Graders	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
Building Construction	Cranes	1	8
	Crawler Tractors	3	8
	Forklifts	3	8
	Generator Sets	1	8
	Welders	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8
Architectural Coating	Air Compressors	1	8

(Urban Crossroads, 2020a, Table 3-3)

3.6.2 OPERATIONAL CHARACTERISTICS

A. Overview of Operational Characteristics

At this time, the occupants of the proposed Project's buildings are unknown. Thus, for purposes of analysis through this EIR, it is assumed the proposed buildings would be operational 24 hours per day, 365 days per year, with exterior areas lit at night. Lighting would be subject to compliance with the site's underlying M-M zoning classification requirements, including Section 9.150.040 (Development Standards) of the City of Jurupa Valley Municipal Code, which both require that "[a]ll lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property."

The buildings are designed such that business operations would be conducted within the enclosed building, with the exception of traffic movement, parking, and the loading and unloading of tractor trailers at designated loading bays and trailer parking stalls.

B. Future Employment

Because users of the Project's buildings are not yet known, the number of jobs that the Project would generate cannot be precisely determined; therefore, for purposes of analysis, employment estimates have been calculated using data and average employment density factors utilized in the City of Jurupa

Valley's 2017 General Plan Update EIR, which assumes approximately 1 employee per 1,200 square feet for industrial land uses (Jurupa Valley, 2017b, Table 2.3). Based on this employment generation rate, the Project would generate approximately 1,083 new employees (1,299,358/1,200=1,083). Please see Section 5.0, *Population and Housing*, for additional information.

C. Estimated Water, Sewer, and Energy Demand

Water and sewer service would be provided by Rubidoux Community Services District (RCSD) during the operation of the Project via connections within 26th Street. The water connection within 26th Street would connect via a 12-inch water main pipe. The sewer lines within 26th would connect via an 8-inch sewer pipe.

According to the U.S. Energy Information Administration's 2012 Commercial Buildings Energy Consumption Survey, warehouses and storage buildings uses a total annual average of 10,900 gallons per worker, or 3.4 gallons/sf of floor space. With 500 workers employed at the Project site, the total water demand for the Project would be 5,450,000 gallons/year (16.7 acre-feet of water per year). With a total of 1,334,860 sf of floor space, the total water demand would be approximately 4,538,524 gallons/year (13.9 acre-feet of water per year). For the purposes of the Water Supply Assessment, the higher water demand estimate of 16.7 acre-feet of water per year is assumed

RCSD projects quantities of wastewater based on 32% of water production, which is the average of wastewater quantities as a percentage of total production for years 2010-2015. For the purposes of this Project, it is conservatively assumed that indoor water usage accounts for 60% of water usage. Therefore, the amount of wastewater that would be generated by the Project is conservatively assumed to be 8,959 gallons per day, which is 100% percent of indoor water use.

Based on calculations from the Project's energy analysis (Section 4.5 of this EIR), the Project's energy use is estimated at approximately 2,830,788 kilowatt hours (kWh) per year, and natural gas usage is estimated at approximately 2,848,740 thousand British thermal units per year (kBTU/yr).

D. Estimated Traffic Generation

The Project's traffic generation was calculated in the Traffic Impact Analysis (see *Technical Appendix R* in this Draft EIR). Traffic generation is used for purposes of analyzing impacts related to air quality, greenhouse gas emissions, energy, and noise. Determining traffic generation for a specific project is 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 for the Project was conservatively developed using rates from the ITE Trip Generation Manual (10th Edition) for 1,261,904 sf of High-Cube Fulfilment Center Warehouse and 37,454 sf of Land Use Code 110 (General Light Industrial). Trip generation for heavy trucks was further broken down by truck type (or axle type). The total truck percentage is comprised of 3 different truck types: 2-axle, 3-axle, and 4+-axle trucks. Passenger Car Equivalent (PCE) factors were applied to the trip generation for heavy trucks. PCEs allow the typical "real-world" mix of vehicle types to be represented by a single, standardized

unit, such as the passenger car, to be used for the purposes of capacity and level of service analysis. The proposed Project is anticipated to generate a total of 3,686 PCE trip-ends per day, 227 PCE AM peak hour trips and 278 PCE PM peak hour trips. The proposed Project is anticipated to generate a total of 2,874 actual vehicle trip-ends per day with 193 AM peak hour trips and 248 PM peak hour trips.

In November 2018, the California Natural Resources Agency finalized the updates to the State CEQA Guidelines, which became effective on December 28, 2019. Among the changes to the guidelines were removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. As of August 20, 2020, the City of Jurupa Valley updated its TIA guidelines to establish VMT as the City's formal method of evaluating a project's transportation impacts.

Pursuant to State law, on-road passenger cars and trucks are required to be registered with the State of California Department of Motor Vehicles or their state of ownership and comply with applicable air quality emission standards. Diesel-fueled trucks are required to comply with various State air quality and greenhouse gas emission standards, including but not limited to the type of fuel used, engine model year stipulations, aerodynamic features, total weight, and idling time restrictions. Compliance with State law is mandatory and inspections of on-road diesel trucks subject to applicable State laws are conducted by the California Air Resources Board (CARB).

3.7 SUMMARY OF DISCRETIONARY APPROVALS

The City of Jurupa Valley has primary approval responsibility for the proposed Project. As such, the City serves as the Lead Agency for this EIR pursuant to CEQA Guidelines § 15050. Accordingly, the City's Planning Commission will hold a public hearing to consider the Final EIR, the Project's General Plan Amendment, Site Development Permit, Tentative Parcel Map, and Development Agreement. The Planning Commission will make advisory recommendations to the City Council on whether to approve, approve with changes, or deny the proposed entitlements.

The City Council will consider the information contained in the Final EIR and other documents and testimony in its decision-making processes and will approve or deny the General Plan Amendment, Site Development Permit, Tentative Parcel Map, and Development Agreement. A list of the primary actions under City jurisdiction is provided in Table 3-5, *Matrix of Project Approvals/Permits*.

3.7.1 GENERAL PLAN AMENDMENT NO. 18003 (GPA 18003)

General Plan Amendment (GPA) No. 18003 would amend the General Plan to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay over the Project site to allow for logistics uses. The GPA would also amend the Land Use designation from "Light Industrial (LI)" to "Heavy Industrial (HI)" on the Project site to be consistent with the site's underlying zoning designation M-M.

3.7.2 ZONE CHANGE NO. 21003 (ZC 21003)

The zone change would amend the on-site zoning for the portion of the Project site south of Primavera Avenue and east of West Riverside Canal from Manufacturing-Service Commercial (M-SC) to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay.

3.7.3 SITE DEVELOPMENT PERMIT NO. 19008 (SDP 19008)

Site Development Permit (SDP) No. 19008 is required by City of Jurupa Valley Municipal Code Section 9.148.020 to permit industrial uses on the site, and to identify a site-specific plan for development of the site, including planned buildings and structures, access, drainage, yards, drives, parking areas, landscaping, signs, and walls or fences.

3.7.4 TENTATIVE PARCEL MAP NO. 37677 (TPM 37677)

Tentative Parcel Map No. 37677 (TPM 37677) is proposed to consolidate the existing parcels on site to provide two parcels for development of the proposed buildings as well as roadway right-of-way dedications (see Figure 3-14 and Figure 3-15). Specifically, proposed Parcel 1, which would encompass the Building 1 site, would measure 77.43 gross acres (76.05 net acres). Proposed Parcel 2 would encompass the Building 2 site would encompass approximately 2.49 acres. Proposed Lot 'A' is proposed on 0.42 acres, and would accommodate a cul-de-sac at the southerly terminus of Van Dell Road. Proposed Lot 'B' would encompass 0.47 acres and would accommodate an extension of Primavera Avenue (26th Street) between Avalon Street and the proposed passenger vehicle parking area located in the northeast portion of the Building 1 site. Proposed Lot 'C' would encompass 0.42 acres and would accommodate the construction of 28th Street as a cul-de-sac along the southwestern boundary of the Building 1 site.

3.7.5 DEVELOPMENT AGREEMENT NO. 19001 (DA 19001)

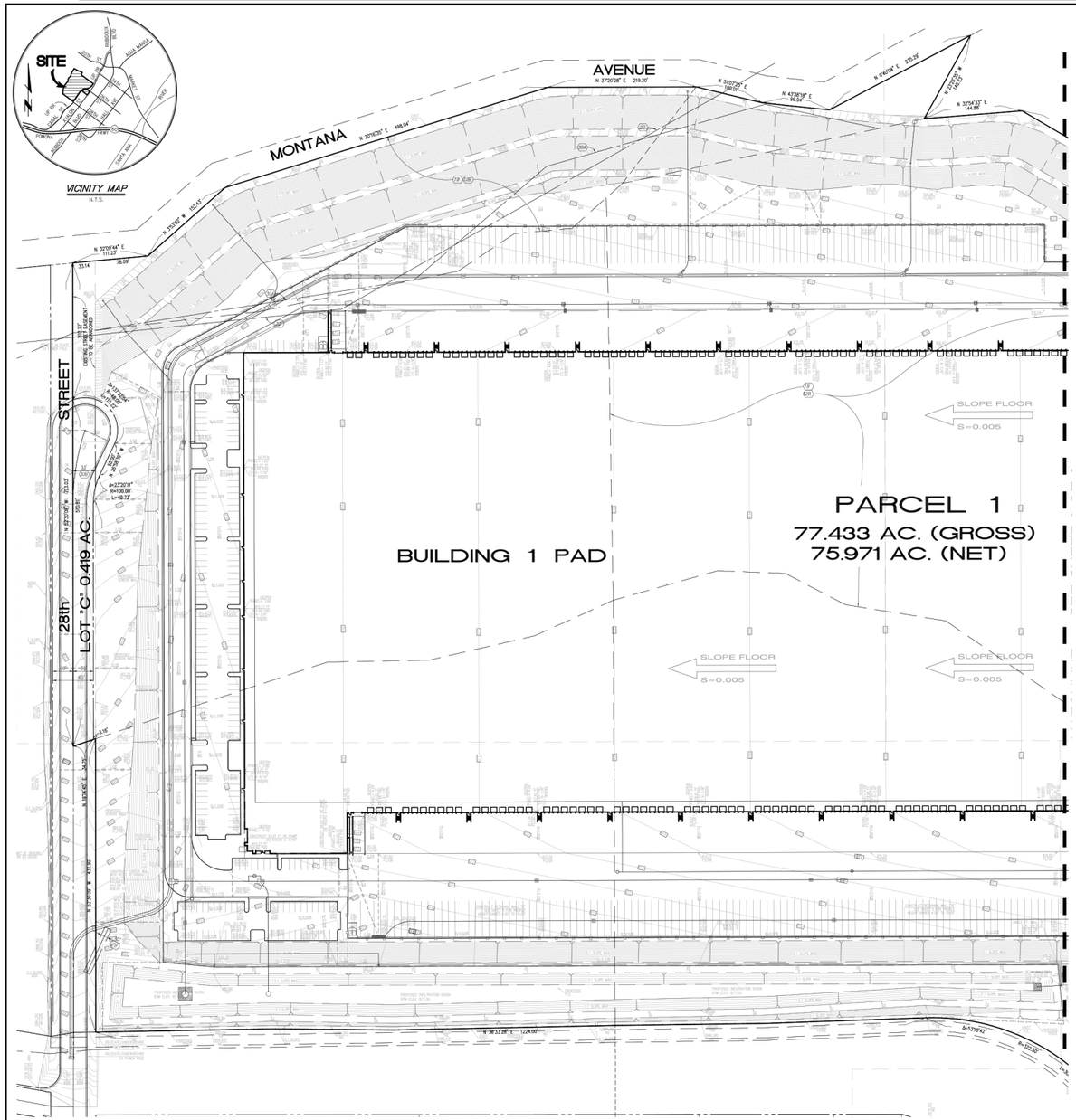
Development Agreement No. 19001 is proposed between the Project Applicant and the City of Jurupa Valley to provide long term vested right to develop industrial buildings on the Project site and provide community benefit to the City.

3.8 RELATED ENVIRONMENTAL REVIEW AND CONSULTATION REQUIREMENTS

Subsequent to approval of the Project entitlements, additional discretionary and ministerial actions may be necessary to implement the proposed Project. These include, but are not limited to, conditional use permits, grading permits, encroachment permits/road improvements, drainage infrastructure improvements, water and sewer infrastructure improvements, storm water permit(s) (National Pollutant Discharge Elimination System [NPDES]). Table 3-5 provides a summary of the agencies responsible for subsequent discretionary approvals associated with the Project. The required EIR will cover all federal, State, and local government approvals which may be needed to construct or implement the Project, whether explicitly noted in Table 3-5 or not (CEQA Guidelines § 15124[d]).

Table 3-5 Matrix of Project Approvals/Permits

PUBLIC AGENCY	APPROVALS AND DECISIONS
CITY OF JURUPA VALLEY	
City of Jurupa Valley Discretionary Approvals	
City of Jurupa Valley Planning Commission	• Provide recommendations to the City of Jurupa Valley City Council regarding certification of the Project's EIR. • Provide recommendations to the City of Jurupa Valley City Council whether to approve General Plan Amendment No. 18003, Site Development Permit No. 19008, Tentative Parcel Map No. 37677, and Development Agreement No. 19001.
City of Jurupa Valley City Council	• Reject or certify this EIR along with appropriate CEQA Findings. • Approve or deny the proposed General Plan Amendment No. 18003, Zone Change No.21003, Site Development Permit No. 19008, Tentative Parcel Map No. 37677, and Development Agreement No. 19001.
City of Jurupa Valley Subsequent Discretionary and Ministerial Approvals	
City of Jurupa Valley Development Services Department	• Approve Final Parcel Maps. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits.
OTHER AGENCIES-SUBSEQUENT APPROVALS AND PERMITS	
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Compliance with National Pollutant Discharge Elimination System (NPDES) Permit. Waste Discharge Requirements.
Riverside County Flood Control & Water Conservation District (RCFCWCD)	• Approvals for construction of drainage basins.
Rubidoux Community Services District (RCSD)	• Approval of water and sewer improvements.
South Coast Air Quality Management District (SCAQMD)	• Issuance of construction-related permits.
Southern California Edison ("SCE")	• Approvals required for the installation of new SCE facilities/connections to service the Project.
Southern California Gas Company ("SoCal Gas")	• Approvals required for the installation of new SoCal Gas facilities/connections to service the Project.
California Department of Conservation Surface Mining and Reclamation Act of 1975 (SMARA)	• Closure and implementation of the reclamation plan.



ZONING:

ZONING INFORMATION:
(THE FOLLOWING ZONE DESIGNATIONS ARE PER CITY OF JURUPA VALLEY DEPARTMENT OF PLANNING)
GENERAL PLAN DESIGNATION: LIGHT INDUSTRIAL
ZONE DESIGNATION: "M-SC" (MANUFACTURING-SERVICE COMMERCIAL)
SPECIAL ZONE: NONE

BUILDING TABULATION

	BLDG.1	BLDG.2	NET TOTAL	PUBLIC STREET	GROSS TOTAL	
SITE AREA						
In s.f.	3,372,991	108,768	3,481,759	60,311	3,542,070	s.f.
In acres	77.4	2.5	79.9	1.4	81.3	ac
BUILDING AREA						
Office - 1st floor	10,000	2,000	12,000		12,000	s.f.
Office - 2nd floor	10,000	2,000	12,000		12,000	s.f.
Warehouse	1,241,904	33,454	1,275,358		1,275,358	s.f.
TOTAL	1,261,904	37,454	1,299,358		1,299,358	s.f.
COVERAGE	37.4%	34.4%	37.3%		36.7%	
CLEAR HEIGHT	42'	28'				
AUTO PARKING REQUIRED						
Office: 1/250 s.f.	80	16	96		96	stalls
Whse: 1/1,000 s.f.	1,242	34	1,276		1,276	stalls
TOTAL	1,322	50	1,372		1,372	stalls
AUTO PARKING PROVIDED						
Standard (9' x 18')	705	47	748		748	stalls
End stalls (11' x 18')	243	6	249		249	stalls
Compact (20% max of req)	38	0	38			
Standard Accessible	14	2	16		16	stalls
Van Acccessible	6	0	6		6	stalls
TOTAL	1006	55	1,057		1,019	stalls
TRAILER PARKING PROVIDED						
Trailer (10' x 55')	296	0	296		296	stalls

ZONING ORDINANCE FOR CITY
Zoning Designation - Manufacturing-Medium (M-M)
Manufacturing-Service Commercial (M-SC)

MAXIMUM BUILDING HEIGHT ALLOWED
Height - 50', 75' need City approval

MAXIMUM FLOOR AREA RATIO
FAR - 0.15-0.5

LANDSCAPE REQUIREMENT					
Percentage - 10%	337,299	10,877	348,176		348,176 s.f.
LANDSCAPE PROVIDED					
	990,869	19,966	1,010,835		1,010,835 s.f.
	29%	18%	29%		

SETBACKS

Buding	Landscape
Front - none, Adjoins R zone 25'	Adjacent to Street - 10' min.
Side - none, Adjoins R zone 25'	Adjacent to R Zone- 20' min.
Rear - none, Adjoins R zone 25'	

AREA SUMMARY

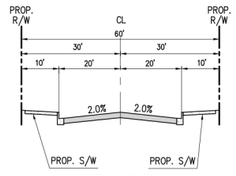
PARCEL 1	3,372,991	77.433	3,309,295	75.971
PARCEL 2	108,468	2.490	108,468	2.490
LOT "A"	24,939	0.572	N/A	N/A
LOT "B"	20,487	0.470	N/A	N/A
LOT "C"	18,270	0.419	N/A	N/A

LEGEND:

CL	CENTERLINE	CONCRETE
CONC	CONCRETE	
DRN	DRAIN	
DRWY	DRWY	
ELEC MTRS	ELECTRIC METERS	TREE
GA	GUY ANCHOR	
GM	GAS METER	
PA	PLANTER AREA	PALM TREE
PL	PROPERTY LINE	
PP	POWER POLE	
SDMH	STORM DRAIN MANHOLE	IRON FENCE
SMH	SEWER MANHOLE	BLOCK WALL
STLT	STREET LIGHT	
WDF	WOOD FENCE	
WM	WATER METER	
WV	WATER VALVE	

1006 — INDICATES PROPOSED CONTOUR
1006 — INDICATES EXISTING CONTOUR
1006.21 / EC — INDICATES PROPOSED ELEVATION/DESCRIPTION
NG / (1006.21) — INDICATES EXISTING DESCRIPTION/ELEVATION

CROSS SECTIONS:



NOTE:

LOTS A, B AND C TO BE DEDICATED TO THE CITY AS AN EASEMENT ON THE PARCEL MAP.

SEE CONCEPTUAL GRADING PLAN FOR SITE SPECIFICS INCLUDING DRAINAGE AND PROPOSED GRADES.

EXISTING LEGAL DESCRIPTIONS:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF JURUPA VALLEY, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

LOTS 9, 10, 11 AND 14 OF LA RANCHERIA ESPLENDIDA, IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY AS SHOWN BY MAP ON FILE IN BOOK 4, PAGE 77 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA, TOGETHER WITH THOSE PORTIONS OF PRIMAVERA AVENUE, LOZANO AVENUE AND ZANJA AVENUE VACATED BY RESOLUTION RECORDED DECEMBER 23, 1963 AS INSTRUMENT NO. 135398 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, THAT WOULD PASS WITH CONVEYANCE OF SAID LAND.
EXCEPT THEREFROM THAT PORTION OF LOTS 9 AND 10, AND A PORTION OF 25TH STREET VACATED BY THAT CERTAIN RESOLUTION OF VACATION BY THE BOARD OF SUPERVISORS OF THE COUNTY OF RIVERSIDE, RECORDED DECEMBER 23, 1963 AS INSTRUMENT NO. 135398 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID PROPERTY BEING DESCRIBED AS FOLLOWS, TO WIT:
BEGINNING AT THE SOUTHWEST CORNER OF LOT 6 OF SAID LA RANCHERIA ESPLENDIDA, THE TRUE POINT OF BEGINNING; THENCE SOUTH 17° 50' 17" WEST, 208.30 FEET; THENCE SOUTH 53° 11' 12" EAST, 1,154.24 FEET; THENCE NORTH 23° 11' 12" WEST, 445.06 FEET; THENCE NORTH 30° 57' 19" WEST, 170.19 FEET; THENCE NORTH 54° 28' 02" WEST, 579.74 FEET; THENCE NORTH 63°00' 19" WEST, 59.70 FEET; THENCE NORTH 72° 09' 43" WEST, 60.00 FEET TO THE POINT OF BEGINNING; ALL BEING LA RANCHERIA ESPLENDIDA, AS SHOWN BY MAP ON FILE IN BOOK 4, PAGE 77 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

TOGETHER WITH,

THAT PORTION OF PARCEL 1, AS SHOWN BY RECORD OF SURVEY, ON FILE IN BOOK 50, PAGE 82 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE CENTERLINE INTERSECTION OF AVALON ST. (40.00 FEET WIDE, FORMERLY KNOWN AS "A" STREET) AND 26TH STREET (66.00 FEET WIDE, FORMERLY KNOWN AS 3RD STREET) AS SHOWN BY RECORD OF SURVEY, ON FILE IN BOOK 50, PAGE 82 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH 38° 37' EAST ALONG SAID CENTERLINE OF AVALON STREET, A DISTANCE OF 272.60 FEET TO THE MOST SOUTHERLY CORNER OF SAID PARCEL 1, SAID CORNER ALSO BEING THE MOST SOUTHERLY CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JUNE 27, 1967 AS INSTRUMENT NO. 55496 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH 51° 23' WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 1, A DISTANCE OF 106.90 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 38° 02' EAST ALONG THE WESTERLY LINE OF SAID PARCEL 1, A DISTANCE OF 169.04 FEET; THENCE NORTH 31° 23' EAST ALONG SAID WESTERLY LINE A DISTANCE OF 642.73 FEET; THENCE SOUTH 23° 16' WEST PARALLEL WITH SAID CENTERLINE OF AVALON STREET, A DISTANCE OF 555.85 FEET; THENCE SOUTH 36° 37' WEST PARALLEL WITH SAID CENTERLINE, A DISTANCE OF 268.21 FEET TO A POINT OF INTERSECTION WITH SAID SOUTHERLY LINE OF PARCEL 1; THENCE NORTH 55° 23' WEST ALONG SAID SOUTHERLY LINE, A DISTANCE OF 73.90 FEET TO THE TRUE POINT OF BEGINNING, AND TOGETHER WITH THAT PORTION OF SAID PARCEL 1, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE CENTERLINE INTERSECTION OF AVALON STREET (40.00 FEET WIDE, FORMERLY KNOWN AS "A" STREET) AND 26TH STREET (66.00 FEET WIDE, FORMERLY KNOWN AS 3RD STREET) AS SHOWN BY RECORD OF SURVEY, ON FILE IN BOOK 50, PAGE 82 OF RECORDS OF SURVEY, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH 38° 37' EAST ALONG SAID CENTERLINE OF AVALON STREET, A DISTANCE OF 272.60 FEET TO THE MOST SOUTHERLY CORNER OF SAID PARCEL 1, SAID CORNER ALSO BEING THE MOST SOUTHERLY CORNER OF THAT CERTAIN PARCEL OF LAND CONVEYED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JUNE 27, 1967 AS INSTRUMENT NO. 55496 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH 51° 23' WEST ALONG THE SOUTHERLY LINE OF SAID PARCEL 1, A DISTANCE OF 106.90 FEET; THENCE NORTH 38° 02' EAST ALONG THE WESTERLY OF SAID PARCEL 1, A DISTANCE OF 169.04 FEET; THENCE NORTH 31° 23' EAST ALONG SAID WESTERLY LINE, A DISTANCE OF 648.08 FEET; THENCE NORTH 55° 02' WEST, A DISTANCE OF 1.47 FEET TO THE TRUE POINT OF BEGINNING, SAID TRUE POINT BEING 33.00 FEET FROM THE CENTERLINE OF AVALON STREET, AS MEASURED AT RIGHT ANGLES; THENCE CONTINUING NORTH 55° 02' WEST, A DISTANCE OF 18.53 FEET; THENCE NORTH 37° 30' EAST, A DISTANCE OF 92.02 FEET; THENCE NORTH 16° 44' EAST, A DISTANCE OF 100.67 FEET; THENCE NORTH 12° 26' EAST, A DISTANCE OF 131.16 FEET; THENCE NORTH 21° 03' EAST, A DISTANCE OF 108.00 FEET; THENCE NORTH 35° 14' EAST, A DISTANCE OF 104.05 FEET; THENCE NORTH 53° 23' WEST, A DISTANCE OF 7.50 FEET; THENCE NORTH 35° 24' EAST, A DISTANCE OF 173.91 FEET; THENCE NORTH 49° 48' EAST A DISTANCE OF 94.72 FEET; THENCE SOUTH 56° 52' WEST, A DISTANCE OF 11.30 FEET, TO A POINT 33.00 FEET FROM THE CENTERLINE OF AVALON STREET; THENCE SOUTH 33° 28' WEST, A DISTANCE OF 152.04 FEET; THENCE SOUTH 30° 01' WEST, A DISTANCE OF 258.10 FEET; THENCE SOUTH 23° 16' WEST, A DISTANCE OF 382.61 FEET TO THE TRUE POINT OF BEGINNING.

TOGETHER WITH,

THAT PORTION OF LOT 3 IN BLOCK 23 OF WEST RIVERSIDE, IN THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 9, PAGE 34 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAN BERNARDINO COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING ON THE CENTERLINE OF AVALON STREET (FORMERLY "A" STREET) 50.00 FEET SOUTHWESTERLY OF THE INTERSECTION OF THE CENTERLINE OF AVALON STREET AND THE CENTERLINE OF THIRD STREET; THENCE NORTH 53° 18' 30" WEST, 283.60 FEET; THENCE NORTH 85° 03' 30" EAST, 35.24 FEET; THENCE NORTHEASTERLY ON A CURVE, CONCAVE TO THE NORTH, HAVING A RADIUS OF 613.69 FEET THROUGH AN ARC OF 16° 52' 00", A DISTANCE OF 180.66 FEET; THENCE NORTH 85° 03' 30" EAST, 22.86 FEET; THENCE NORTH 58° 08' 00" EAST, 156.82 FEET; THENCE SOUTH 53° 18' 30" EAST 67.31 FEET TO THE CENTERLINE OF AVALON STREET (FORMERLY "A" STREET); THENCE SOUTH ON THE CENTERLINE OF AVALON STREET (FORMERLY "A" STREET), 322.60 FEET TO THE POINT OF BEGINNING.
EXCEPT THAT PORTION THEREOF INCLUDED IN AVALON STREET (FORMERLY "A" STREET).
ALSO EXCEPTING THAT PORTION OF LAND AS DESCRIBED IN DEED RECORDED APRIL 22, 1993 AS INSTRUMENT NO. 148850 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

TOGETHER WITH,

LOTS 15, 16 AND 17 OF LA RANCHERIA ESPLENDIDA, IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY AS SHOWN BY MAP ON FILE IN BOOK 4, PAGE 77 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF RIVERSIDE COUNTY, CALIFORNIA.
TOGETHER WITH THAT PORTION OF LOZANA AVENUE, AS VACATED BY RESOLUTION RECORDED DECEMBER 23, 1963 AS INSTRUMENT NO. 135398 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA THAT WOULD PASS WITH CONVEYANCE OF SAID LAND.

TOGETHER WITH,

THAT PORTION OF THE RUBIDOUX RANCHO, IN THE UNINCORPORATED AREA OF RIVERSIDE COUNTY, CALIFORNIA, AS SHOWN BY THE MILLER AND NEWMAN SURVEY OF SAID RANCHO ON FILE IN BOOK 7, PAGE 36 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF THE RIGHT OF WAY OF THE NORTH RIVERSIDE AND JURUPA CANAL WITH THE NORTHWESTERLY EXTENSION OF THE LOT LINE BETWEEN LOTS 3 AND 4 IN BLOCK 23 OF WEST RIVERSIDE AS SHOWN BY MAP ON FILE IN BOOK 9, PAGE 34 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA; THENCE NORTH 53° 17' WEST ON THE NORTHWESTERLY EXTENSION OF SAID LOT LINE TO THE POINT ON THE WESTERLY LINE OF THAT CERTAIN PARCEL DESCRIBED IN DEED TO GEORGE F. AVERY, A WIDOWER, RECORDED DECEMBER 28, 1944 IN BOOK 654, PAGE 436 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA, SAID POINT ALSO BEING THE MOST NORTHERLY CORNER OF THAT CERTAIN PARCEL DESCRIBED IN DEED TO ANTHONY J. ROBERTS, ET UX., RECORDED FEBRUARY 16, 1946 IN BOOK 730, PAGE 325 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE NORTH 21° 47' EAST, 160.00 FEET; THENCE NORTH 39° 48' EAST, 100.00 FEET; THENCE NORTH 65° 08' EAST, 100.00 FEET; THENCE NORTH 46° 41' EAST, 150.00 FEET; THENCE NORTH 72° 09' EAST, 329.70 FEET; THE LAST FIVE COURSES AND DISTANCES BEING ON THE SOUTHEASTERLY LINE OF LOT 15 OF LA RANCHERIA ESPLENDIDA, AS SHOWN BY MAP ON FILE IN BOOK 4, PAGE 77 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA; THENCE SOUTH 53° 17' EAST, 547.20 FEET ON THE SOUTHWEST LINE OF LOZANA AVENUE, SHOWN ON SAID MAP OF THE RANCHERIA TO A POINT ON THE NORTHWESTERLY LINE OF SAID RIGHT OF WAY OF THE NORTH RIVERSIDE AND JURUPA CANAL; THENCE SOUTHWESTERLY, PARALLEL WITH AND 16.50 FEET NORTHWEST OF THE CENTERLINE OF SAID CANAL TO THE POINT OF BEGINNING; TOGETHER WITH THAT PORTION OF LOZANA AVENUE VACATED BY RESOLUTION RECORDED DECEMBER 23, 1963 AS INSTRUMENT NO. 135398 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA THAT WOULD PASS WITH CONVEYANCE OF SAID LAND.

TOGETHER WITH,

THAT PORTION OF RUBIDOUX RANCHO, IN THE CITY OF RIVERSIDE, AS SHOWN BY THE MILLER AND NEWMAN SURVEY OF SAID RANCHO ON FILE IN BOOK 7, PAGE 36 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, DESCRIBED AS FOLLOWS:
BEGINNING AT THE INTERSECTION OF THE WESTERLY LINE OF THE RIGHT OF WAY OF THE NORTH RIVERSIDE AND JURUPA CANAL AND THE LOT LINE BETWEEN LOTS 3 AND 4 IN BLOCK 23 OF WEST RIVERSIDE, AS SHOWN BY MAP ON FILE IN BOOK 9, PAGE 34 OF MAPS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, PRODUCED NORTHWESTERLY ACROSS SAID CANAL; THENCE SOUTH 35° 2' WEST, 332.1 FEET; THENCE SOUTH 36° 49' WEST 181.5 FEET; THENCE SOUTH 35° 20' WEST, 292.4 FEET; THE LAST 3 COURSES FOLLOW AN ARC PARALLEL WITH AND 16 ½ FEET DISTANT FROM THE CENTERLINE OF SAID CANAL; THENCE NORTH 53° 15' WEST, 432.9 FEET; THENCE NORTH 19° 17' EAST 395 FEET; THENCE NORTH 36° 30' EAST, 150 FEET; THENCE NORTH 24° 24' EAST, 160 FEET; THENCE NORTH 13° 14' EAST, 127.1 FEET TO THE POINT ON THE NORTHWESTERLY PROLONGATION OF THE LOT LINE BETWEEN SAID LOTS 3 AND 4 IN BLOCK 23 OF WEST RIVERSIDE; THENCE SOUTH 53° 17' EAST ON THE NORTHWESTERLY PROLONGATION OF THE LOT LINE BETWEEN SAID LOTS 3 AND 4 TO THE POINT OF BEGINNING.
EXCEPTING THAT PORTION LYING WITHIN 28TH STREET.
ALSO EXCEPTING THEREFROM ½ OF THE OIL AND MINERAL RIGHTS RESERVED IN DEED FROM JOSEPH A. GONZALES AND FLORENCE A. GONZALES, HUSBAND AND WIFE, TO CLARENCE E. HORRIGAN, A SINGLE MAN, RECORDED APRIL 13, 1950 AS INSTRUMENT NO. 1461 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

APNs:

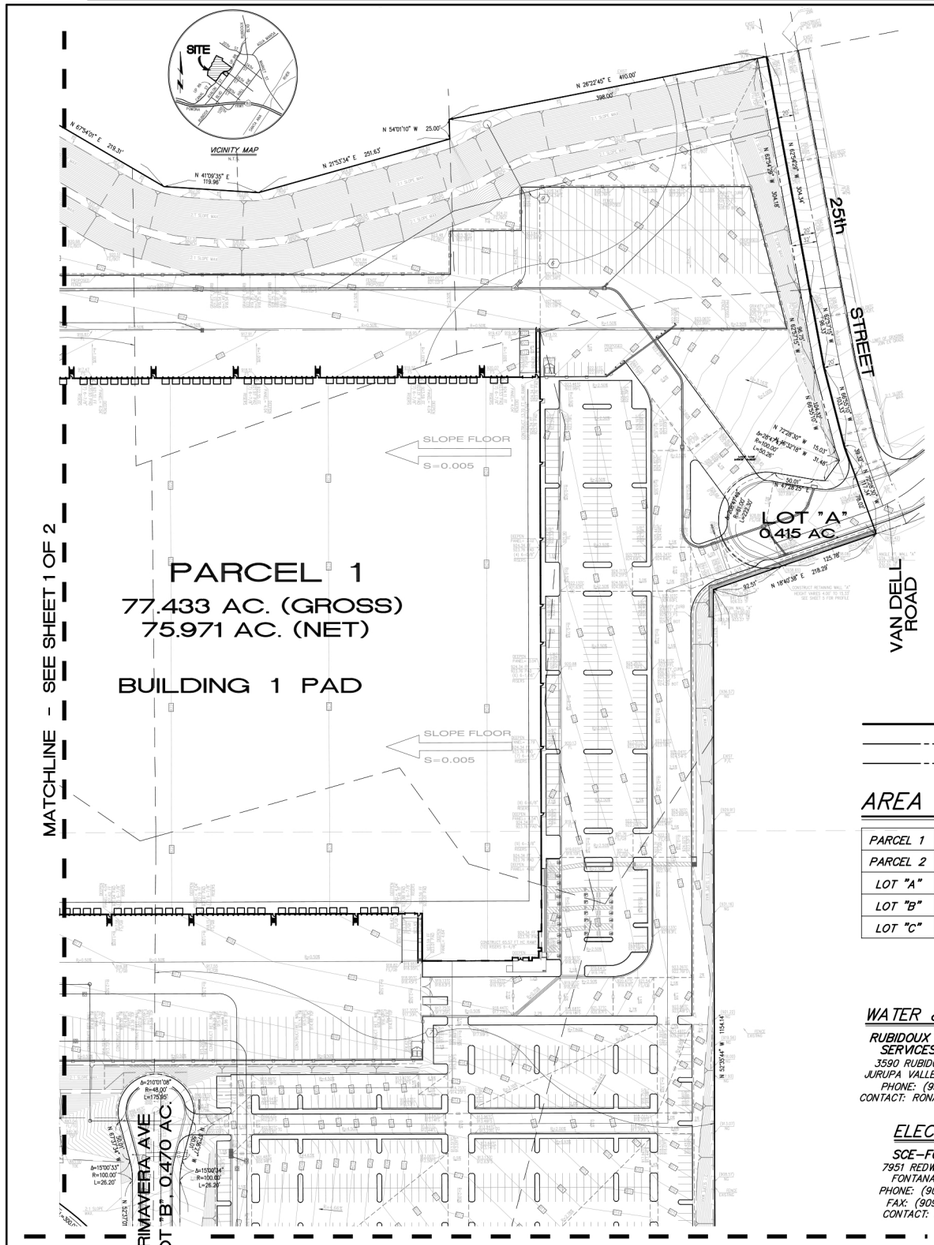
178-030-001
178-030-002
178-030-003
178-030-006
178-030-008
178-030-009
178-030-010
178-070-001
178-070-002
178-070-003
178-080-009

Source(s) Thienes Engineering (11-11-2020)

Figure 3-14

NOT TO SCALE

Tentative Parcel Map (1 of 2)



APNs:

178-030-001
178-030-002
178-030-003
178-030-006
178-030-008
178-030-009
178-030-010
178-070-001
178-070-002
178-070-003
178-080-009

LINE LEGEND:

- INDICATES SUBDIVISION BOUNDARY
- INDICATES EXISTING RIGHT OF WAY
- INDICATES PROPOSED RIGHT OF WAY

AREA SUMMARY

PARCEL 1	3,372,991	77.433	3,309,295	75.971
PARCEL 2	108,468	2.490	108,468	2.490
LOT "A"	24,939	0.572	N/A	N/A
LOT "B"	20,487	0.470	N/A	N/A
LOT "C"	18,270	0.419	N/A	N/A

UTILITY PROVIDERS:

WATER & SEWER
RUBIDOUX COMMUNITY SERVICES DISTRICT
3590 RUBIDOUX BLVD.,
JURUPA VALLEY, CA 92509
PHONE: (951) 7580
CONTACT: RONALD W. YOUNG

TELEPHONE:
AT&T
1265 VAN BUREN STREET, STE 180
ANAHEIM, CA 92807
PHONE: (714) 666-5503
CONTACT: CAROL BOSTROM

ELECTRIC:
SCE-FONTANA
7951 REDWOOD AVENUE
FONTANA, CA 92336
PHONE: (909) 357-6240
FAX: (909) 357-6185
CONTACT: PAUL LARSON

GAS:
FRONTIER
1981 W. LUGONIA AVENUE, P.O. BOX 3003
REDLANDS, CA 92374-9720
PHONE: (909) 335-7797
FAX: (909) 335-7527
CONTACT: TRISH KIZLER

EXISTING EASEMENTS:

(1) 1. RIGHTS OF THE PUBLIC OVER ANY PORTION OF SAID LAND LYING WITHIN THE BOUNDARIES OF ANY ROAD, STREET OR HIGHWAY.

(2) 2. MUTUAL RIGHTS OF WAY RESERVED TO THE STEARNS RANCHO COMPANY AND THE JURUPA LAKE AND WATER COMPANY, THEIR SUCCESSORS OR ASSIGNS, FOR DITCHES, CANALS OR PIPELINES AS GRANTED IN DEED RECORDED JULY 24, 1897 IN BOOK 31, PAGE 372, DEEDS RECORDS OF RIVERSIDE COUNTY, AND IN DEED RECORDED IN BOOK 142, PAGE 391, OF DEEDS, RECORDS OF SAID COUNTY, AND FOR THE SURFACE USE OF THE LAND EQUAL WITH WATER, PROVIDED, HOWEVER, THAT SUCH DITCHES SHALL WHEN PRACTICABLE FOLLOW THE LINE OF THE SURVEYED SUBDIVISIONS OF THE JURUPA RANCHO, RECORDED IN BOOK 1(34, PAGE 332, OF DEEDS, RECORDS OF SAN BERNARDINO COUNTY, CALIFORNIA, AND BY DEEDS RECORDED JULY 24, 1897 IN BOOK 31, PAGE 372, AND BOOK 142, PAGE 391, OF DEEDS, AND BOOK 142, PAGE 100, JANUARY 8, 1906 IN BOOK 216, PAGE 4, ALL OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(3) 3. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: RIVERSIDE LAND AND IRRIGATION COMPANY, A CORPORATION
PURPOSE: CONSTRUCTION AND MAINTENANCE OF ALL NECESSARY WATER DITCHES, PIPES, FLUMES AND APPARATUS FOR THE PURPOSES OF IRRIGATION AND DOMESTIC USE
RECORDING DATE: APRIL 26, 1892
RECORDING NO: BOOK 142, PAGE 391, OF DEEDS
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(4) 4. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: RIVERSIDE CANAL COMPANY AND RIVERSIDE WATER COMPANY
PURPOSE: RIGHT OF WAY FOR CONSTRUCTION AND MAINTENANCE OF ALL NECESSARY WATER DITCHES, PIPES AND FLUMES FOR IRRIGATION OR DOMESTIC PURPOSES
RECORDING DATE: JULY 15, 1892
RECORDING NO: BOOK 205, PAGE 435, OF DEEDS, SAN BERNARDINO COUNTY RECORDS
AND RECORDING DATE: AUGUST 14, 1895
AND RECORDING NO: BOOK 42, PAGES 294 AND 296, OF DEEDS, SAN BERNARDINO COUNTY RECORDS
AFFECTS: EXACT LOCATION AND EXTENT OF SAID EASEMENT IS NOT DISCLOSED OF RECORD.
(SAID EASEMENTS ARE NOT PLOTTABLE FROM RECORD)

(5) 5. RIGHT OF WAY FOR FLUME, PIPELINE AND CEMENT DITCHES FOR USE IN COMMON WITH OTHER RIGHTS AS SET FORTH IN A DOCUMENT RECORDED JANUARY 24, 1901 IN BOOK 126, PAGE 182, OF DEEDS
LOT A OF LA RANCHERIA ESPANOLA, AS SET OUT IN AGREEMENT RECORDED MAY 4, 1906 IN BOOK 226, PAGE 128, OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(SAID EASEMENTS ARE NOT PLOTTABLE FROM RECORD)

(6) 6. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT RECORDED JANUARY 15, 1915, BOOK 409, PAGE 273, OF DEEDS WHICH AMONG OTHER THINGS PROVIDES FOR: THE RIGHT, PRIVILEGE, EASEMENT AND SERVITUDE OF THE RIVERSIDE PORTLAND CEMENT COMPANY, A CORPORATION, TO OPERATE ITS CEMENT PLANT WITH CERTAIN RESTRICTIONS AS TO THE ARRESTING OF SMOKE, GASES DUST AND VAPOR WHICH MIGHT AFFECT THE HEREIN DESCRIBED LAND.
(SAID EASEMENT PLOTTED HEREON)
EASEMENT TO BE TERMINATED/QUITCLAIMED BY SEPARATE INSTRUMENT

(7) 7. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT RECORDED APRIL 21, 1917, BOOK 482, PAGES 36 AND 39, (SEVEN OF DEEDS) RECORDS WHICH AMONG OTHER THINGS PROVIDES FOR: THE RIGHT, PRIVILEGE, EASEMENT AND SERVITUDE OF THE RIVERSIDE PORTLAND CEMENT COMPANY, A CORPORATION, TO OPERATE ITS CEMENT PLANT WITH CERTAIN RESTRICTIONS AS TO THE ARRESTING OF SMOKE, GASES, DUST AND VAPOR WHICH MIGHT AFFECT THE HEREIN DESCRIBED LAND.
(SAID EASEMENT PLOTTED HEREON)
EASEMENT TO BE TERMINATED/QUITCLAIMED BY SEPARATE INSTRUMENT

(8) 8. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT RECORDED FEBRUARY 7, 1918, BOOK 473, PAGE 368, OF DEEDS WHICH AMONG OTHER THINGS PROVIDES FOR: THE RIGHT, PRIVILEGE, EASEMENT AND SERVITUDE OF THE RIVERSIDE PORTLAND CEMENT COMPANY, A CORPORATION, TO OPERATE ITS CEMENT PLANT WITH CERTAIN RESTRICTIONS AS TO THE ARRESTING OF SMOKE, GASES DUST AND VAPOR WHICH MIGHT AFFECT THE HEREIN DESCRIBED LAND.
(SAID EASEMENT PLOTTED HEREON)

(9) 9. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
PURPOSE: POLE LINES, CONDUITS
RECORDING DATE: JANUARY 30, 1941
RECORDING NO: BOOK 1078, PAGE 322, OFFICIAL RECORDS
CENTERLINE OF SAID EASEMENT PLOTTED HEREON, WIDTH NOT SPECIFIED)
EASEMENT TO BE TERMINATED/QUITCLAIMED BY SEPARATE INSTRUMENT

(12) 12. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS RESERVED IN A DOCUMENT:
RESERVED BY: RUBIDOUX SAND OF CALIFORNIA, INC., A CALIFORNIA CORPORATION
PURPOSE: RIGHT OF WAY
RECORDING DATE: JUNE 27, 1967
RECORDING NO: 55496, OFFICIAL RECORDS

(12A) 12A. A RIGHT OF WAY FOR CONSTRUCTION OF AN ELECTRIC POWER LINE ACROSS THE PROPERTY, ALSO A RIGHT OF WAY FOR THE TRANSMISSION OF ELECTRICAL ENERGY TO PUMPING PLANT AS LOCATED IN LA RANCHERIA ESPLENDIDA, AS MORE FULLY SET OUT IN AGREEMENT BETWEEN IRVING HELLMAN AND RIVERSIDE PORTLAND CEMENT COMPANY, A CORPORATION, RECORDED JANUARY 13, 1913 IN BOOK 368, PAGE 21 OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(12B) 12B. MATTERS CONTAINED IN THAT CERTAIN DOCUMENT RECORDED MAY 19, 1914, IN BOOK 397, PAGE 1 OF DEEDS, WHICH AMONG OTHER THINGS PROVIDES FOR:
THE RIGHT, PRIVILEGE, EASEMENT AND SERVITUDE OF THE RIVERSIDE PORTLAND CEMENT COMPANY, A CORPORATION, TO OPERATE ITS CEMENT PLANT WITH CERTAIN RESTRICTIONS AS TO THE ARRESTING OF SMOKE, GASES, DUST AND VAPOR WHICH MIGHT AFFECT THE HEREIN DESCRIBED LAND.
(SAID EASEMENT PLOTTED HEREON)
EASEMENT TO BE TERMINATED/QUITCLAIMED BY SEPARATE INSTRUMENT

(12C) 12C. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: MAY 25, 1949
RECORDING NO: BOOK 1078, PAGE 550 OF OFFICIAL RECORDS
CENTERLINE OF SAID EASEMENT PLOTTED HEREON, WIDTH NOT SPECIFIED)

(13) 13. RIGHTS OF THE PUBLIC OVER ANY PORTION OF SAID LAND LYING WITHIN THE BOUNDARIES OF ANY ROAD, STREET OR HIGHWAY.
AFFECTS: PARCEL 2
(ROADS, STREETS AND HIGHWAYS PLOTTED HEREON)

(14) 14. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: RIVERSIDE CANAL COMPANY AND RIVERSIDE WATER COMPANY
PURPOSE: RIGHT OF WAY FOR CONSTRUCTION AND MAINTENANCE OF ALL NECESSARY WATER DITCHES, CONDUITS
PIPES OR FLUMES FOR IRRIGATION OR DOMESTIC PURPOSES
RECORDING DATE: APRIL 26, 1892
RECORDING NO: BOOK 28, PAGE 435, OF DEEDS, SAN BERNARDINO COUNTY RECORDS
AND RECORDING DATE: AUGUST 14, 1895 AND MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
AND RECORDING NO: BOOK 42, PAGE 296, OF DEEDS, SAN BERNARDINO COUNTY RECORDS
(SAID EASEMENTS ARE NOT PLOTTABLE FROM RECORD)

(15) 15. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: STEARNS RANCHO COMPANY AND THE JURUPA LAND AND WATER COMPANY
PURPOSE: DITCHES, CANALS OR PIPELINES
RECORDING NO: BOOK 1(34, PAGE 332, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT, AND BY DEED RECORDED JULY 24, 1897 IN BOOK 31, PAGE 372, MARCH 2, 1899, IN BOOK 68, PAGE 200, APRIL 1902, IN BOOK 142, PAGE 391, JANUARY 8, 1906, IN BOOK 216, PAGE 4, ALL OF DEEDS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(16) 16. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: STEARNS RANCHO COMPANY AND THE JURUPA LAND AND WATER COMPANY
PURPOSE: DITCHES, CANALS OR PIPELINES
RECORDING DATE: NOVEMBER 15, 1892
RECORDING NO: BOOK 120, PAGE 324, OF SAN BERNARDINO DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(17) 17. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: STEARNS RANCHO COMPANY AND THE JURUPA LAND AND WATER COMPANY
PURPOSE: DITCHES, CANALS OR PIPELINES
RECORDING DATE: AUGUST 24, 1897
RECORDING NO: BOOK 126, PAGE 182, OF SAN BERNARDINO COUNTY DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
(SAID EASEMENT IS BLANKET IN NATURE, THEREFORE NOT PLOTTED HEREON)

(18) 18. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: FLUME, PIPELINE AND CEMENT DITCHES
RECORDING DATE: JANUARY 24, 1901
RECORDING NO: BOOK 226, PAGE 128, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
(SAID EASEMENTS ARE NOT PLOTTABLE FROM RECORD)

(19) 19. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: RIVERSIDE PORTLAND CEMENT COMPANY
PURPOSE: DISCHARGE OF CEMENT DUST, ETC.
RECORDING DATE: MAY 15, 1914
RECORDING NO: BOOK 397, PAGE 1, OF DEEDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT, AND RECORDING DATE: NOVEMBER 20, 1913
AND RECORDING NO: BOOK 435, PAGE 179, OF DEEDS
(SAID EASEMENT DTED IN FIRST DOCUMENT PLOTTED HEREON)
AND RECORDING NO: BOOK 1, PAGE 1, IN SECOND DOCUMENT LOCATED OFFSITE 300' W'LY OF 25TH STREET AND NOT PLOTTED HEREON)
EASEMENT TO BE TERMINATED/QUITCLAIMED BY SEPARATE INSTRUMENT

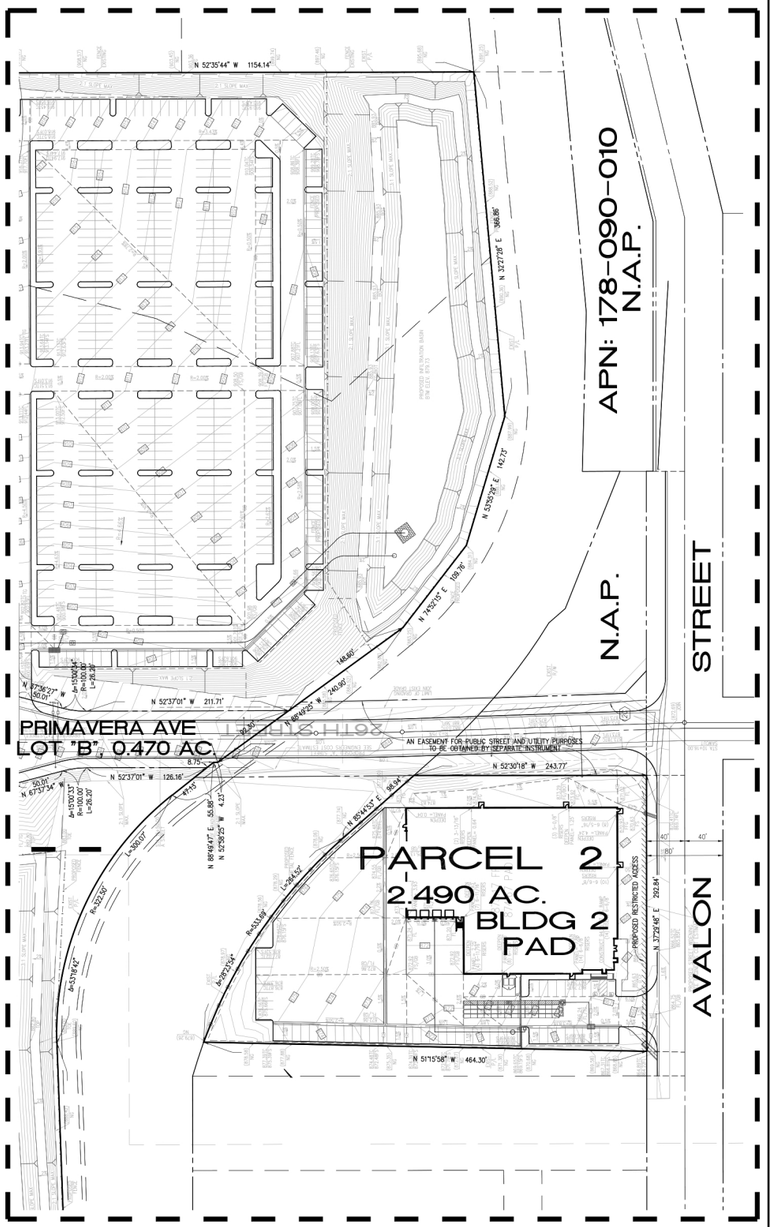
(21) 21. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO AS SET FORTH IN A DOCUMENT:
PURPOSE: UNDERGROUND PIPE LINES AND RIGHT TO REPAIR SAME
RECORDING DATE: DECEMBER 29, 1944
RECORDING NO: BOOK 654, PAGE 439, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
(SAID EASEMENT IS NOT PLOTTABLE FROM RECORD)

(22) 22. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: AUGUST 8, 1946
RECORDING NO: INSTRUMENT NO. 1281, BOOK 1005, PAGE 384, OFFICIAL RECORDS
AFFECTS: A PORTION OF SAID LAND AS MORE PARTICULARLY DESCRIBED IN SAID DOCUMENT.
(CENTERLINE OF SAID EASEMENT PLOTTED HEREON, WIDTH NOT SPECIFIED)

(23) 23. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: DECEMBER 5, 2001
RECORDING NO: 2001-435111 OFFICIAL RECORDS
AFFECTS: PARCEL 8
(SAID EASEMENT PLOTTED HEREON)

(30A) 30A. EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT:
GRANTED TO: CALIFORNIA ELECTRIC POWER COMPANY
PURPOSE: PUBLIC UTILITIES
RECORDING DATE: JUNE 19, 1942
RECORDING NO: BOOK 582, PAGE 510 OF OFFICIAL RECORDS
AFFECTS: LOT 18 OF PARCEL 4
(CENTERLINE OF SAID EASEMENT PLOTTED HEREON, WIDTH NOT SPECIFIED)

(30B) 30B. RIGHTS OF THE PUBLIC FOR PUBLIC USE OF ROADS AS SET FORTH IN A RESOLUTION ACCEPTING OFFERS OF DEDICATION BY THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY, RECORDED SEPTEMBER 3, 1952, IN BOOK 1301, PAGE 187 OF OFFICIAL RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.
AFFECTS: 28TH STREET.
(SAID EASEMENT PLOTTED HEREON – WITHIN 28TH STREET)



Source(s) Thienes Engineering (11-11-2020)

Figure 3-15

NOT TO SCALE

NORTH

Tentative Parcel Map (2 of 2)

4.0 ENVIRONMENTAL ANALYSIS

4.0.1 SUMMARY OF EIR SCOPE

In accordance with CEQA Guidelines §§15126–15126.4, this EIR Section 4.0, *Environmental Analysis*, provides analyses of potential direct, indirect, and cumulatively considerable impacts that could occur from planning, constructing, and operating the proposed Project.

In compliance with the procedural requirements of CEQA, the City of Jurupa Valley prepared a Notice of Preparation (*Technical Appendix A*) to determine the scope of environmental analysis for this EIR. Public comment on the scope of this EIR consisted of written comments received by the City of Jurupa Valley in response to the NOP; the City received no comments from members of the public at the EIR scoping meeting held on December 8th, 2020. Taking all known information and public comments into consideration, 16 primary environmental subject areas are evaluated in this Section 4.0, as listed below. Each subsection of this Section 4.0 evaluates several specific subject matters related to the general topic of the subsection. The title of each subsection is not limiting; therefore, refer to each subsection for a full account of the subject matters addressed therein. Environmental issues and their corresponding sections are:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural Resources
4.5 Energy
4.6 Geology and Soils
4.7 Greenhouse Gas Emissions
4.8 Hazards and Hazardous Materials
4.9 Hydrology and Water Quality
4.10 Land Use and Planning
4.11 Mineral Resources
4.12 Noise
4.13 Transportation
4.14 Tribal Cultural Resources
4.15 Utilities and Service Systems
4.16 Wildfire

Sections 4.1 through 4.16 provide analysis of impacts for those environmental topics where it was determined that the Project could result in "potentially significant impacts." Each topical section includes the following information:

- A description of the existing setting including a discussion of the regulatory framework, if applicable.
- Identification of thresholds of significance.
- Analysis of potential Project effects.
- Identification of additional Project-specific mitigation measures, if required, to reduce the identified Project impacts.
- Identification of the level of significance of impacts after mitigation, including unavoidable significant adverse impacts.

- Evaluation of potential cumulative impacts.

4.0.2 ORGANIZATION OF ENVIRONMENTAL ANALYSIS

To assist the reader with comparing information between environmental issues, each section is organized under seven major headings:

- Existing Conditions
- NOP/Scoping Comments
- Regulatory Framework
- Methodology
- Thresholds of Significance
- Impact Analysis
- Cumulative Impact Analysis

In addition, Section 1.0, *Executive Summary*, summarizes all impacts by environmental issue.

4.0.3 TERMINOLOGY USED IN THIS EIR

The level of significance is identified for each impact in this EIR. Although the criteria for determining significance are different for each topic area, the environmental analysis applies a uniform classification of the impacts based on definitions consistent with CEQA and the CEQA Guidelines:

- **No impact.** The project would not change the environment.

- **Less than significant.** The project would not cause any substantial, adverse change in the environment.

- **Significant impact.** A substantial or potentially substantial adverse change in the physical environment would occur and would exceed the threshold(s) of significance presented in this EIR, requiring the consideration of mitigation measures.

Each Subsection also includes a discussion or listing of the applicable regulatory criteria (laws, policies, regulations, etc.) that the Project is required to comply with (if any). If impacts are identified as significant after mandatory compliance with regulatory criteria, feasible mitigation measures are presented that would either avoid the impact or reduce the magnitude of the impact. The following terms are used to describe the level of significance following the application of recommended mitigation measures:

- **Less than significant with mitigation incorporated.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR; however, the impact can be avoided or reduced to a less-than-significant level through the application of feasible mitigation measure(s).

- **Significant and unavoidable.** A substantial or potentially substantial adverse change in the physical environment would occur that would exceed the threshold(s) of significance presented in this EIR. Feasible and enforceable mitigation measure(s) that have a proportional nexus to the Project's impact are either not available or would not be fully effective in avoiding or reducing the impact to below a level of significance.

4.0.4 Scope of Cumulative Effects Analysis

Section 15130 of the CEQA Guidelines states that cumulative impacts shall be discussed where they are significant. It further states that this discussion shall reflect the level and severity of the impact and the likelihood of occurrence, but not in as great a level of detail as that necessary for the project alone. Section 15355 of the Guidelines defines cumulative impacts as "...two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Cumulative impacts represent the change caused by the incremental impact of a project when added to other proposed or committed projects in the vicinity.

The CEQA Guidelines Section 15130(b)(1) states that the information utilized in an analysis of cumulative impacts should come from one of two sources:

A. *A list of past, present and probable future projects producing related cumulative impacts, including, if necessary, those projects outside the control of the agency.*

B. *A summary of projections contained in an adopted General Plan or related planning document designed to evaluate regional or area-wide conditions.*

The cumulative impact analysis in this EIR uses both Method A and Method B. Method B uses the City of Jurupa Valley's comprehensive General Plan, which was adopted by the Jurupa Valley City Council on September 7, 2017. Cumulative impact analyses also use the projections in the long-range planning documents–such as Southern California Association of Governments in its Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and South Coast Air Quality Management District's 2016 Air Quality Management Plan (AQMP). This information was supplemented with a list of related projects (Method A), described in detail below.

The projections for residential and non-residential buildout potential under the Rubidoux Commerce Park Draft EIR are included in Table 4.0-1, *City of Jurupa Valley General Plan Buildout Projections*. The projected growth conditions in the City by 2035 include a conversion of a total of 4,494 acres of vacant developable land, which is 16.1 percent of the total City area. Future growth is anticipated to result in 14,332 new residential units and a maximum of 36.6 million sf of new nonresidential buildings.

Table 4.0-1 City of Jurupa Valley General Plan Buildout Projections

Land Use	Existing Land Uses (acres)	2035 Additional Units		2035 Additional Population (Persons)		Change, 2014-2035		Percent Change, 2014-2035	
		Maximum	Less Intense*	Maximum	Less Intense	Maximum	Less Intense	Maximum	Less Intense
Residential	10,023.6	14,332	10,032	152,587	136,464	+53,745	+37,622	54%	38%
Non-Residential	4,660.5	840	630	41,376	31,032	Not Provided	Not Provided	Not Provided	Not Provided

* Less Intense land use is considered to be 70% or 0.7 of maximum density, which is more likely and typically experienced given physical and other constraints often encountered during development.
(City of Jurupa Valley, 2017)

Cumulative impact analyses for several topical sections are also based on the most appropriate geographic boundary for the respective impact. For example, cumulative air quality impacts are based on the South Coast Air Basin (SCAB), which includes other jurisdictions besides the City of Jurupa Valley. The approach for each topical section is further discussed below. Several potential cumulative impacts that encompass regional boundaries (e.g., air quality, greenhouse gases, traffic) have been addressed in the context of various regional plans and defined significance thresholds. Following is a summary of the approach and extent of cumulative impacts, which is further detailed in each topical environmental section.

- **Aesthetics.** Aesthetic impacts are based on the regional scenic resources specified in the City's General Plan, such as the Pedley Hills, Jurupa Mountains, and the Santa Ana River.

- **Air Quality.** Air quality impacts are based on the regional boundaries and emissions standards of the South Coast Air Basin.

- **Biological Resources**. The cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site.

- **Cultural Resources.** Cultural resources impacts are site specific and generally do not combine to result in cumulative impacts. This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site.

- **Energy.** Energy impacts are based on the service areas of Southern California Edison and SoCalGas.

- **Geology and Soils.** Geologic and soils impacts are site specific and generally do not combine to result in cumulative impacts. However, the cumulative analysis considers the Project site and nearby related projects.

- **Greenhouse Gas (GHG) Emissions.** Potential GHG emission impacts are not bounded by geography but affect global climate change. The assessment of cumulative GHG impacts, therefore, is based on the regional boundaries and emissions standards of the South Coast Air Basin.

- **Hazards and Hazardous Materials.** Cumulative analysis highlights the regulatory requirements related to the storage, handling, and use of hazardous substances. Project impacts, however, are site specific, and generally would not combine with impacts of other projects to result in cumulatively considerable impacts. However, the cumulative analysis considers the Project site and nearby related projects.

- **Hydrology and Water Quality.** The cumulative impact analysis for hydrology and water quality analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley Groundwater Basin.

- **Land Use and Planning.** Cumulative analysis for land use consistency considers the Project's impacts in conjunction with the General Plan.

- **Mineral Resources.** Cumulative analysis for mineral resources considers the Project's impacts in conjunction with the General Plan.

- **Noise.** Cumulative traffic noise is assessed relative to applicable City General Plan noise-level standards and considers development, including construction and long-term use, of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The study area is aligned with the traffic study area.

- **Transportation.** Cumulative analysis for transportation impacts related to Vehicle Miles Traveled (VMT) considers development in the WRCOG region and the land use assumptions contained in the Connect SoCal, (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy).

- **Tribal Cultural Resources.** Cumulative analysis considers development of the proposed Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the northwestern area of Riverside County and the traditional use area of the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, and the San Manuel Band of Mission Indians.

- **Utilities and Service Systems.** The cumulative area considered for water supply and wastewater-related issues are the service area of the RCSD. Cumulatively, development within the watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Cumulative impacts to impacts resulting from solid waste are controlled through development of the General Plan.

4.0.5 RELATED PROJECTS

The list of related projects was prepared based the Project's Traffic Impact Analysis (*Technical Appendix R)* and uses data from the cities of Jurupa Valley, Riverside, Fontana, Rialto, Colton, and the County of San Bernardino. A total of 59 cumulative projects were identified in the study area for the traffic study, shown on Figure 4.0-1, *Cumulative Development Location Map* and Table 4.0-2, *Cumulative Development Land Use Summary*. The list of related projects is only used for cumulative analysis for select topics such as cumulative noise impacts and identifying adjacent projects for construction-related impacts. Refer above to the summary of the approach and extent of cumulative impacts for each topic.

Table 4.0-2 Cumulative Development Land Use Summary

ID	Project Name	Land Use[1]	Quantity	Units[2]
City of Jurupa Valley				
JV1	Emerald Ridge South	SFDR	97	DU
		Condo/Townhomes	118	DU
JV2	Highland Park	SFDR	398	DU
JV3	New Rio Vista Specific Plan 243	SFDR	579	DU
		Condo/Townhomes	290	DU
		Apartment	346	DU
		Active Park	22.2	AC
		School (K-8)	600	STU
JV4	Pick-a-Part	Car Auction	50	AC
JV5	Boureston Medical Clinic	Medical Clinic	40.000	TSF
JV6	Emerald Ridge North	SFDR	184	DU
JV7	Northtown Housing Development Group	Apartments	68	DU
		Commercial Retail	31.375	TSF
JV8	Agua Mansa Commerce Park Specific Plan	High-Cube Warehouse	4277.000	TSF
		General Light Industrial	150.000	TSF
		Commercial Retail	25.000	TSF
JV9	Agua Mansa Road Development Project	Warehouse	334.523	TSF
JV10	SEC of Opal St. and Canal St.	SFDR	41	DU
JV11	SEC of Camino Real and Limonite Av.	Multifamily Housing	121	DU
JV12	Pearl Community	SFDR	90	DU
JV13	Home Development (TTM37211 & CZ17003)	SFDR	48	DU

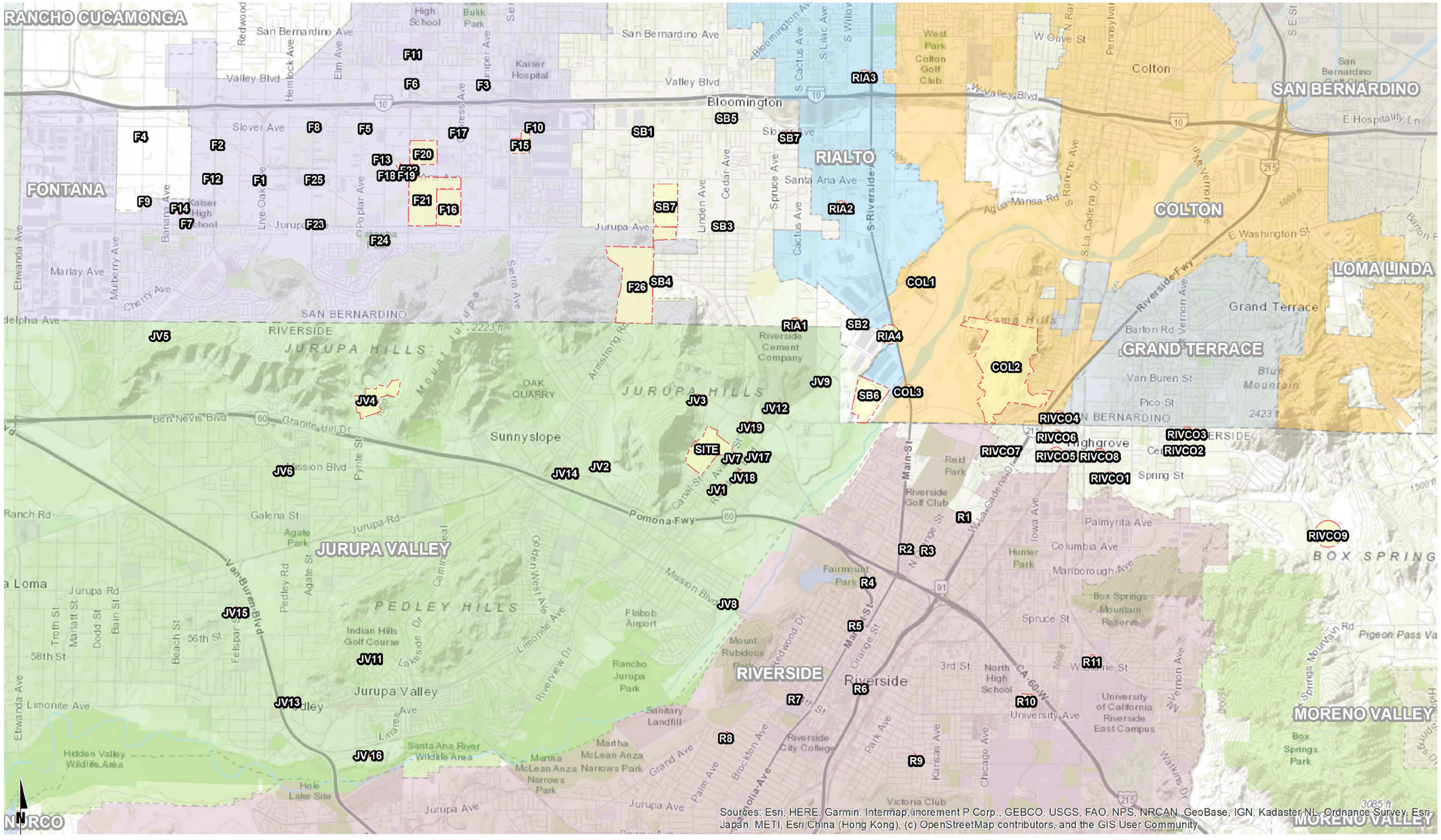
ID	Project Name	Land Use[1]	Quantity	Units[2]
JV14	Mobile Home Park	SFDR	39	DU
JV15	General & Clay Industrial Park	Warehouse	328.056	TSF
JV16	Kiewit Industrial Park	Storage Yard	25.000	TSF
		Warehouse	38.000	TSF
JV17	Midland Carriers	Warehouse	42.132	TSF
JV18	Rubidoux Commercial Development LLC	General Light Industrial	306.894	TSF
County of San Bernardino				
SB1	Slover Av. between Locust Av. and Laurel Av.	High-Cube Warehouse	344	TSF
SB2	West of Agua Mansa Rd. and North of El Rivino Rd.	High-Cube Warehouse	476.000	TSF
		Warehouse	30.000	TSF
SB3	NWC of Cedar Av. and Jurupa Av.	High-Cube Warehouse	677.000	TSF
SB4	Locust Av. and 7th St.	SFDR	198	DU
SB5	NEC and NWC of Cedar Av. and Orange St.	Warehouse	395.000	TSF
SB6	Holly Street Truck Terminal	Truck Terminal	450.000	TSF
SB7	Bloomington Commerce Center	High-Cube Warehouse	800.000	TSF
		High-Cube Fulfillment Center	451.640	TSF
SB8	Slover and Cactus Warehouse	Warehouse	257.855	TSF
City of Fontana				
F1	Fontana Skilled Nursing Facility (ASP 16-07)	Nursing Facility	59	Beds
F2	Industrial Repair Facility (ASP 16-13)	General Light Industrial	17.930	TSF
F3	Retail Center with Gas Station (ASP 16-18)	Shopping Center	18.800	TSF
		Gas Station	16	VFP
F4	Starbucks (ASP 16-36)	Coffee/Donut Shop w/ Drive-thru	2.500	TSF
F5	DRP 16-05	SFDR	7	DU
F6	Light Industrial Building (DRP 16-13)	General Light Industrial	230.300	TSF
F7	Fontana South Walmart	Walmart	200.000	TSF
		Fuel Station	16	VFP
		Shopping Center	5.340	TSF
		Fast Food w/o Drive-Thru	5.340	TSF
F8	Citrus Commerce Center (NWC of Oleander and Jurupa)	High-Cube Warehouse	2171.449	TSF
F9	Arrow Recovery Group (TPM 14-18)	General Light Industrial	73.020	TSF
F10	NWC of Citrus and Santa Ana	High-Cube Warehouse	431.530	TSF
F11	SEC of Catawba and Santa Ana	High-Cube Warehouse	319.100	TSF
F12	Citrus Center	General Office	47.000	TSF
		Shopping Center	44.500	TSF
		Fast Food	8.658	TSF
F13	Southwest Industrial Park[5]	General Light Industrial	6018.092	TSF
		Manufacturing	1113.002	TSF
		High-Cube Warehouse	12414.730	TSF

ID	Project Name	Land Use[1]	Quantity	Units[2]
		Single Family	397.000	DU
		Church	103.670	TSF
		General Office	1584.670	TSF
		Office Park	3095.710	TSF
		Research & Development	1626.490	TSF
		Shopping Center	1638.790	TSF
F14	Seefried	High-Cube Warehouse	424.000	TSF
F15	DCT Industrial	High-Cube Warehouse	971.000	TSF
F16	West Valley Logistics Center	Warehouse	290.590	TSF
		High-Cube Warehouse	3183.100	TSF
City of Rialto				
RIA1	Panattoni I-10 (Cactus Av. & El Rivino Rd.)	Warehouse	2,475.745	TSF
RIA2	CapRock III	Warehouse	582.000	TSF
RIA3	Newmark Merrill Companies	Discount Super Store	198.000	TSF
		Tire Store	9.861	TSF
		Retail	25.436	TSF
		Fast Food w/ Drive-Thru	5.484	TSF
RIA4	Kore Infrastructure	Biosolids Facility	288	TPD
City of Colton				
COL1	2036 Miguel Bustamante Pkwy.	Warehouse	124.588	TSF
	2053 Miguel Bustamante Pkwy.	Warehouse	174.996	TSF
COL2	Roquet Ranch	SFDR	754	DU
		Condo/Townhomes	244	DU
		Active Adult - Attached	52	DU
		Shopping Center	6.500	TSF
		Coffee Shop with Drive Thru	1.500	TSF
		Fast Food with Drive Thru	4.000	TSF
		Active Park[2, 4]	11.1	AC
		Passive Park[4]	8.4	AC
COL3	2163 Riverside Av.	High Cube Warehouse	447.330	TSF
City of Riverside				
R1	P06-0782 (Tract Map 34908) (1006 & 1008 Clark St.)	SFDR	15	DU
R2	P05-0269 & P08-0416 (Tract Map 33550) (3719 Strong St.)	SFDR	9	DU
R3	P06-1031 (Tract Map 31825) (1562 Orange St.)	SFDR	7	DU
R4	P13-0087 P13-0262 (2450 Market St.)	Senior Housing	67	DU
R5	P14-0183 (Centerpointe Apartments) (3105 Market St.)	Apartments	146	DU
R6	P09-0835 P10-0002 (3372 University Av.)	General Office	132.136	TSF

ID	Project Name	Land Use[1]	Quantity	Units[2]
R7	P06-1237 (Jacobs Medical Office) (14th and Brockton Av.)	Medical Office	65.281	TSF
R8	P12-0799 & P12-0800 (Tract Map 36516)	SFDR	7	DU
R9	P09-0808 & P08-0809 (2340 14th St.)	Senior Housing	134	Beds
R10	P08-0980 & P09-0095 (3549 Iowa Av.)	Student Housing	114	Beds

[1] SFDR = Single Family Detached Residential

[2] DU = Dwelling Units; TSF = Thousand Square Feet; STU = Students; AC = Acres; TPD = Tons Per Day; VFP = Vehicle Fueling Positions



Source(s) Urban Crossroads (2021)

Figure 4.0-1

NOT TO SCALE

NORTH

CUMULATIVE DEVELOPMENT LOCATION MAP

4.1 AESTHETICS

The following analysis is based on information obtained from site photos taken by T&B Planning Inc. staff (T&B) (T&B Planning, 2020); Google Earth Pro (Google Earth, 2020); City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); City of Jurupa Valley Municipal Code; and Project site plans. All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.1.1 EXISTING CONDITIONS

A. Existing Character

1. Project Site

The Project site consists of 81.3 acres of undeveloped land in the City of Jurupa Valley, Riverside County. From a regional perspective, the Project site is located in the northeast portion of the City of Jurupa Valley, to the south of the City of Rialto and to the south west of the City of Colton. California State Route 60 (SR-60) is located approximately 0.5 miles south of the Project site, Interstate 215 (I-215) is located approximately 2.6 miles southeast of the Project site, and SR-91 is located 2.7 miles southeast of the Project site. At the local scale, the Project site is immediately bounded by 28th Street to the southwest, 25th Street to the north, and Avalon Street to the east.

Under existing conditions, the Project site is vacant and does not generate any artificial light. Residences and industrial uses abut the Project site's southern and eastern boundary with additional industrial uses north of the Project site, with open space to the north and northwest. The Union Pacific Railroad and West Riverside Canal runs along the Project site's southern border and lies north of the two disconnected, adjacent parcels on the east of the Project site. Disturbances from the prior surface mining operations conducted at the Project site are present in the northern portion of the site.

2. Surrounding Land Uses

On-site and surrounding land uses were previously shown in Figure 3-4, *Existing Land Uses*, and Table 3-1, *Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications*, and are described below.

- **North:** The area immediately north of the Project site is under the jurisdiction of the City and is designated as Light Industrial (LI), and zoned as Manufacturing – Medium (M-M). The developments located north of the Project site include industrial uses and residences that include vehicle storage. The industrial use contains open space, outdoor storage, and a concrete supply facility.

- **East:** The area immediately east of the Project site is under the jurisdiction of the City and is designated as LI, Open Space-Recreation (OS-R), Public Facilities (PF), and zoned as Manufacturing – Service Commercial (M-SC) The developments located east of the Project site include industrial uses, a place of worship, and industrial residences.

- **South:** The area immediately south of the Project site is under the jurisdiction of the City and is designated as LI, Medium Density Residential (MDR), Commercial Retail (CR), and zoned as Manufacturing-Service Commercial (M-SC), Light Agricultural 1 (A-1), Residential Incentive (R-6), and PUD-02. The developments located south of the Project site include residences and open space.

- **West:** The area immediately west of the Project site is under the jurisdiction of the City and is designated as Open Space – Conservation (OS-C), and zoned as Manufacturing-Medium (M-M) and SP Zone. There is no development located to the west of the Project site.

Furthermore, Figure 4.1-1, *Off-Site Character Views*, depicts the current condition of the surrounding properties. Off-site views 1 through 4 depict the existing condition of the Project vicinity as viewed from the Project site's boundary, as described below.

- Off-Site View 1: View 1 (two photographs) depicts the views of the northern border of the Project site from the intersection of 25th Street and Van Dell Road. As shown, under existing conditions, 25th Street is a dirt road that leads to the northwest and provides access to the equestrian facility. The property immediately to the north of 25th Street is currently surrounded by a chain link fence and contains an outdoor truck parking area. Additionally, distant views of the Rattlesnake Mountain to the west are experienced from this portion of 25th Street and Van Dell Road.

- Off-Site View 2: View 2 depicts the view of the existing industrial facility located north of the Project site along Avalon Street, as viewed from Avalon Street, northwest of Avalon Park. The off-site property which abuts the Project site is currently associated with the Riverside Milling Company, a sand and gravel supplier. The site has access to Avalon Street via an unnamed road which traverses the Union Pacific Railroad West Riverside Canal. Distant views of Rattlesnake Mountain to the northwest are experienced behind the industrial facility from this location.

  Off-Site View 3: View 3 depicts the view of the existing industrial facilities located south of the Project site along Avalon Street, as viewed from the Union Pacific Railroad and West Riverside Canal. In the foreground, various industrial uses can be seen predominantly including outdoor vehicle storage. Further south, vegetation associated with the industrial/residential uses can be seen. Additionally, distant views of Mount Rubidoux can be seen from this portion of the Union Pacific Railroad and the West Riverside Canal.













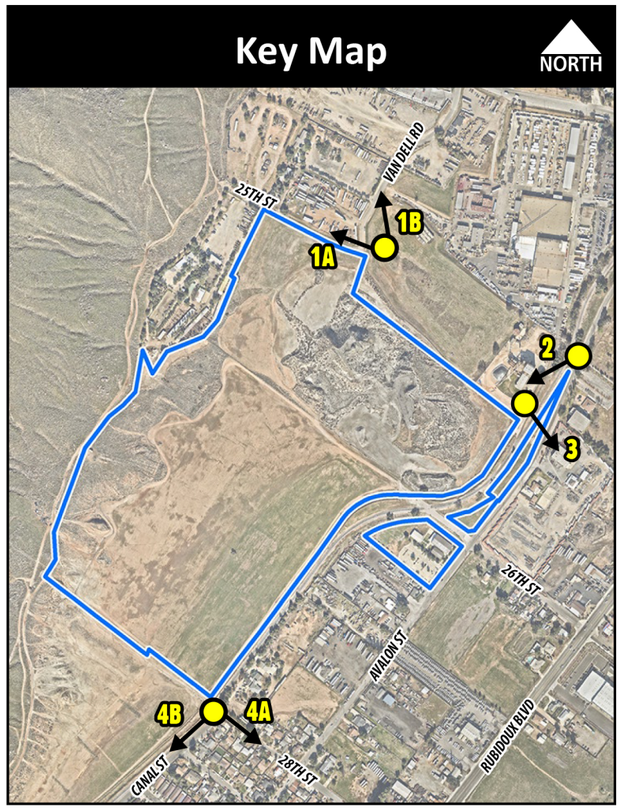


Figure 4.1-1

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Off-Site Character Views

- Off-site View 4: View 4 (two photographs) depicts the existing residential uses located south of the Project site, as viewed from 28th Street and Canal Street. The residential property located north of 28th street is surrounded by a metal fence and vegetation. The remaining residences observed from this area are higher density. Distant views of Mount Rubidoux can be seen from this portion of 28th Street and Canal Street.

B. Existing Views

As shown in Figure 3-3, *Aerial Photograph*, from Section 3.0, *Project Description*, of this EIR, the Project site is surrounded by existing development. Additionally, site photographs are shown in Figure 4.1-2 and Figure 4.1-3. Views 1 through 6 depict the existing condition of the Project site as viewed from the Project site's frontage. Views of the Project site are described in detail below.

- View 1 (Figure 4.1-2): View 1 (three photographs) depicts the views of the Project site from the intersection of 25th Street and Van Dell Road. As stated previously, under existing conditions 25th Street is a dirt road that leads to the northwest and provides access to the equestrian facility. All visible portions of the Project site from this location are vacant and undeveloped, contain ruderal vegetation, scattered garbage, and are surrounded by a chain link fence. Visible from this location is the large dirt mound which was left from the previous mining operation. Additionally, distant views of the Rattlesnake Mountain to the west are experienced from this portion of 25th Street and Van Dell Road.

- View 2 (Figure 4.1-2): View 2 depicts the view of the eastern corner of the Project site as viewed immediately south of the Union Pacific Railroad and the West Riverside Canal. An existing hill visible in the photograph (associated with the previous mining operation) obstructs further views of the Project site from this location. Additionally, distant views of the Rattlesnake Mountain to the west are experienced from this portion of 25th Street and Van Dell Road.

- View 3 (Figure 4.1-2): View 3 (two photographs) depicts the view of the two parcels located southeast of the Union Pacific Railroad and the West Riverside Canal, as viewed from Avalon Street northeast of 26th Street. The existing church facility, vegetation, and chain-link fence can be seen to the southwest. The easterly, flat open space area can also be seen from this location. As previously stated, hill forms associated with the previous on-site mining operation obstruct further views of the Project site. Distant views of Rattlesnake Mountain to the west of the Project site are experienced from this portion of 26th Street and Avalon Street.

- View 4 (Figure 4.1-3): View 4 (two photographs) depicts the view of the Project site, as viewed from the intersection of 26th and Avalon. Similar to View 3, the existing church facility and associated development can be seen to the southwest, the open field to the east, and the larger Project parcel in the distance. A fence traverses a paved portion of 26th Street

which leads into the Project site and bisects the two southeastern parcels. Distant views of the Rattlesnake Mountain to the west are experienced from this portion of 26th Street and Avalon Street.

- View 5 (Figure 4.1-3): View 5 (four photographs) depicts the view of the larger parcel of the Project site, as viewed from Union Pacific Railroad and the West Riverside Canal northwest of 26th Street. The view depicts the relatively flat and undeveloped Project site in the southwest majority. Views from this location also depict the large hill form located in the northeast portion of the otherwise flat Project site. Distant views of the Rattlesnake Mountain to the west are experienced from this location.

- View 6 (Figure 4.1-3): View 6 depicts the view of the larger parcel of the Project site as viewed from the south from Canal Street and 28th Street.













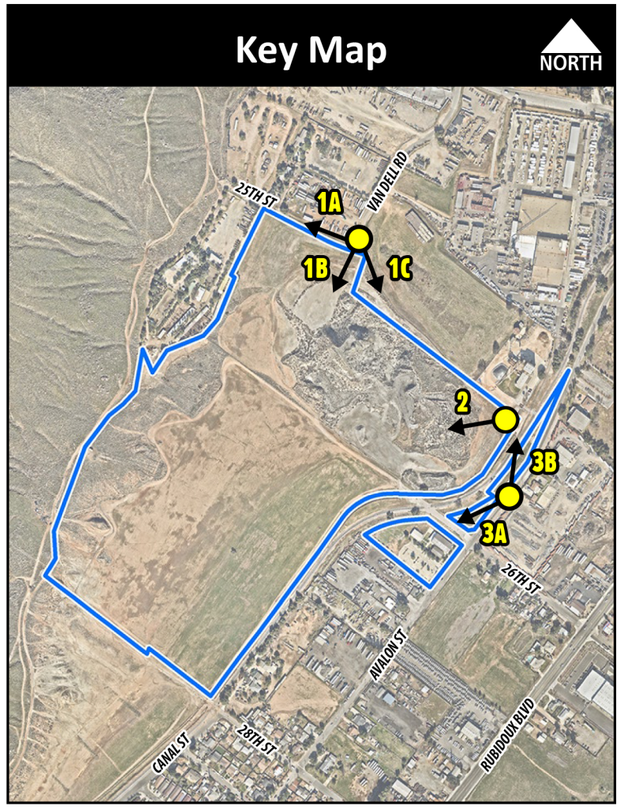


Figure 4.1-2

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Views of the Project Site (1 of 2)









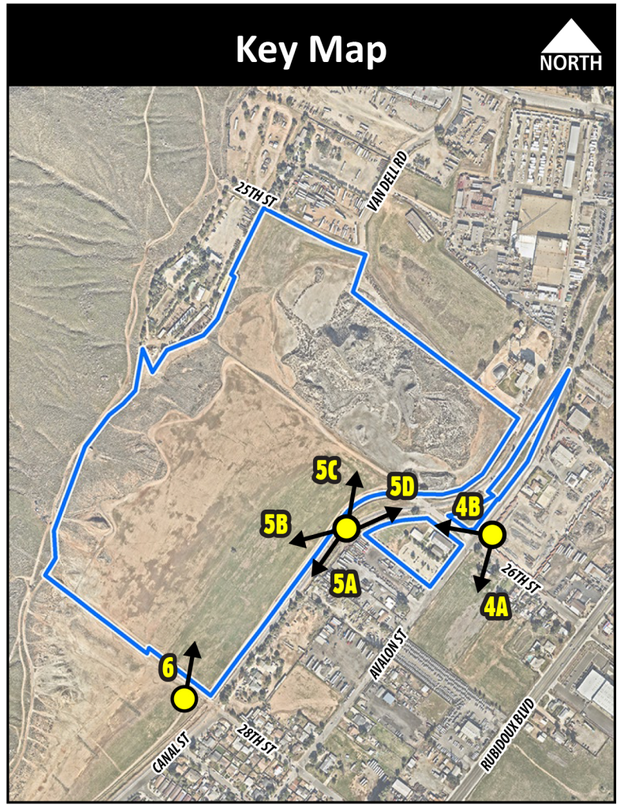








Figure 4.1-3

NOT TO SCALE

Views of the Project Site (2 of 2)

C. Existing Physical Features

The Project site topography is generally flat in the southern portion of the site but slopes upward along the west property line into the Jurupa Mountains. The northern portion of the site containing remnants of aggregate mining operations slopes generally east with some terraces around the granite knoll. Elevations range from approximately 1,000 feet above mean sea level (amsl) at the western side to 900 feet amsl at the eastern side. Additionally, a pile of rubble is located on the north eastern portion of the site which features a peak of approximately 1,000 feet amsl.

D. Viewsheds and Scenic Vistas

The City's General Plan does not identify the Project site or surrounding area as being within a viewshed of a scenic vista or contributing to a scenic vista (City of Jurupa Valley, 2017a, p. 1-19). Based on the site visit conducted by T&B Planning on January 15, 2021, the following landforms are visible from the Project site: Rattlesnake Mountain (northwest) La Loma Hills, and Sugarloaf Mountain (southeast).

E. Scenic Highways

There are no Officially-Designated State scenic highways near the Project site. The nearest Officially Designated State scenic highway is SR-38 located approximately 12.9 miles northeast of the Project site. The nearest eligible scenic highway is I-215 from SR-74 near Romoland to SR-74 near Perris located approximately 22 miles southeast of the Project site (Caltrans, 2019).

F. Light and Glare

Under existing conditions, the Project site is vacant and underutilized. The site does not feature any source of artificial light. Artificial lighting within the vicinity of the Project include:

- Headlights from vehicles traveling along the surrounding roadways of Avalon Street and Canal Street; and,

- Lighting (signage, security lighting, and building lights) associated with the industrial uses to the north and east, and lighting from residential uses to the east and south.

Existing glare in the Project's vicinity is primarily from the vehicles traveling along Avalon Street and Canal Street and the adjacent industrial and residential uses.

4.1.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to aesthetics. Additionally, no comments related to aesthetics were received during the public scoping period.

4.1.3 REGULATORY FRAMEWORK

A. General Plan

The City of Jurupa Valley General Plan identifies policies that relate to aesthetic resources within the City. The specific policies outlined in the City's General Plan that are related to aesthetics and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*.

B. Municipal Code

The salient Municipal Code regulations pertaining to aesthetics are contained in Section 9.150.040 (for the M-M zone) and Section 9.240.120 for off-street parking. These regulations govern scenic quality with respect to building massing and scale (i.e. setbacks and height limits), walls, landscaping, lighting, and screening for mechanical equipment and outdoor storage.

4.1.4 METHODOLOGY

The Project site and surrounding areas were reviewed to determine the site's existing conditions and aesthetic features. On January 15, 2021, T&B Planning visited the Project site and took photographs from the public rights-of-way surrounding the site to document the site's current conditions. The Project's Site Plan (Figure 3-7, *Overall Site Plan*) and building elevations (Figure 3-9, *Conceptual Building Elevations – Building 1*, and Figure 3-10, *Conceptual Building Elevations – Building 2*) were reviewed. Additionally, City's General Plan and Municipal Code were evaluated to determine the potential impacts of the proposed Project regarding light, glare, and aesthetics.

4.1.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to aesthetics. Based on these significance thresholds, a project would have a significant impact on aesthetic resources if it would:

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 publicly accessible vantage points.) 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 that would adversely affect daytime or nighttime views in the area?*

4.1.6 IMPACT ANALYSIS

Threshold a: ***Would the Project have a substantial adverse effect on a scenic vista?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to aesthetics.

The following applies to the Project and would reduce impacts relating to scenic resources. These requirements are included in the Project's Mitigation Monitoring and Reporting Program (MMRP) to ensure compliance:

PPP 4.1-1 As required for the M-M by the City of Jurupa Valley Zoning Ordinance Section 9.150.040(3), the height of structures, including buildings, shall be as follows:

1) Structures shall not exceed 40 feet at the yard setback line.

2) Buildings shall not exceed 50 feet unless a height up to 75 feet is approved pursuant to Section 9.240.370.

3) Structures other than buildings shall not exceed fifty (50) feet unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370.

PPP 4.1-2 As required for the M-M zone by City of Jurupa Valley Zoning Ordinance Section 9.150.040(11), all lighting fixtures, including spotlights, electrical reflectors, and other means of illumination for signs, structures, landscaping, parking, loading, unloading, and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property.

PPP 4.1-3 As required by Chapter 9.240, Off-Street Vehicle Parking Lots, the parking areas shall be designed to screen parking areas from street rights-of-way and provide a sufficient amount of landscaping.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

The Project would include architectural features, walls/fencing, landscaped areas, hardscaping, and other exterior features, that are intended to create an aesthetically pleasing industrial development. The proposed buildings would be designed in a contemporary architectural style that features painted concrete of neutral shades of white, grey, and blue. The proposed buildings would feature exterior structures such as a mullion system and canopies. As shown on Figure 3-9, a 14-foot-tall concrete screen walls are proposed around the truck docking court to the southeast of Building 1, and along the outside edges of the truck court and passenger vehicle parking areas to the northwest of Building 1. Eight-foot-tall metal fencing is proposed along the northwest property line of the Building 2 site, and at the southern edge of the truck trailer court for Building 2. Eight-foot-tall metal sliding or swing gates are proposed at the entrances to the truck court to the southeast of Building 1, at the northwestern entrance from Van Dell Road, at the southern corner of Building 1, and at the access into the truck docking area associated with Building 2. An existing concrete screen wall along the southwest and northeast boundaries of the Building 2 site would remain in place.

B. Impact Analysis

The City's General Plan defines scenic vistas as "points or corridors that are accessible to the public and that provide a view of scenic areas and/or landscapes." Specifically, the City identifies publicly accessible vantage points of the Santa Ana River, Jurupa Mountains, and the Pedley Hills as scenic vistas (City of Jurupa Valley, 2017a, pp. 1-17-1-19). The Project site is located approximately 1.08-miles west of the Santa Ana River, approximately 2.67 miles east of the Jurupa Mountains, and 2.96 miles northeast of the Pedley Hills. Due to distance from identified scenic vistas, intervening development, and topography, the Project site and the immediate surrounding area do not provide publicly accessible vantage points to view these scenic areas. Further, the Project site is not located near a scenic corridor, as shown on Figure 4-23, Jurupa Valley Scenic Corridors and Roadways, of the City's General Plan. (City of Jurupa Valley, 2017a, pp. 4-47)

As shown in Figure 4.1-1 through Figure 4.1-3, the public rights-of-way surrounding the Project site provide distant and partial views of the San Bernardino Mountains (approximately 12.7 miles) and San Gabriel Mountains (approximately 14.8 miles) to the north and northwest; La Loma Hills (approximately 1.20 miles), Blue Mountain (approximately 4.30 miles) and Sugarloaf Mountain (approximately 3.67 miles) to the east; and Rattlesnake Mountain (approximately 1.3 miles) to the west (Google Earth, 2020). Although the Project would result in the development of the site with the proposed industrial buildings, due to the orientation and height of the proposed buildings, the on-site structures would not substantially block the partial views to these landforms. The partial views to these natural landforms would still be publicly available from the surrounding rights-of-way following the development of the Project site. As a result, the implementation of the Project does not have the potential to have a substantial adverse effect on scenic vistas and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

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

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to aesthetics.

There are no PPPs applicable to scenic highways.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

B. Impact Analysis

In 1963, California's Scenic Highway Program was created to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment. According to the California Department of Transportation (Caltrans), a highway may be designated scenic depending on how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. The status of a proposed State scenic highway changes from "eligible" to "officially designated" when the local governing body (i.e., the City of Jurupa Valley) applies to Caltrans for scenic highway approval, adopts a Corridor Protection Program, and receives notification that the highway has been officially designated a Scenic Highway. (Caltrans, 2020)

According to Caltrans' list of designated and eligible routes, and pursuant to the Streets and Highway Code, Sections 260-263, there are no Officially-Designated State scenic highways within the City of Jurupa Valley or in proximity to the Project site (Caltrans, 2019). As previously stated, the nearest Officially Designated State scenic highway is SR-38 located approximately 12.9 miles north east of

the Project site. The nearest eligible scenic highway is I-215 from SR-74 near Romoland to SR-74 near Perris located approximately 22 miles southeast of the Project site. (Caltrans, 2019)

As the site would not be visible from SR-38 or the eligible portion I-215 due to distance, intervening development, and topography, the Project does not have the potential to substantially damage any scenic resources, including trees, rock outcroppings, or historic buildings, within a state scenic highway. No impacts would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold c:	***Would the Project 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 publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to aesthetics.

PPP 4.1-1 (listed under Threshold a) apply to the Project and would reduce impacts relating to scenic quality. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

B. Impact Analysis

According to the United States Census Bureau (USCB) 2010 Census, which is the most recent Census for which data is available, an urban area is defined as an area that encompasses at least 2,500 people, for which at least 1,500 reside outside institutional group quarters (USCB, 2019). According to these criteria, the Project site and the City of Jurupa Valley are within an urbanized area and the following analysis focuses on the potential conflict with applicable zoning and other regulations governing scenic quality.

1. Construction

During construction, the Project would result in a temporary change to the visual character of the Project site from a predominantly undeveloped site to an active construction site with construction equipment, staging areas, and construction machinery. Following the completion of the construction activities, all construction equipment would be removed from the Project site. Project-related changes to local visual character and quality during Project construction would be less than significant due to the temporary nature of construction activities. Further, the temporary presence of construction equipment within a property under construction is common and would not conflict with applicable zoning and other regulations governing scenic quality.

2. Operation

The Project's design, including site layout, architecture, and landscaping is discussed and illustrated in detail in EIR Section 3.0, *Project Description*. As previously described, the Project's architecture incorporates a neutral color palette that is visually pleasing and incorporates accent elements, such as colored glass and decorative building elements at the building's office entries for visual interest. Additionally, the Project's landscape plan incorporates low water need plant species that can maintain vibrancy during drought conditions. The proposed visual features of the Project would ensure a high-quality aesthetic for the site. Below is an analysis of the Project's consistency with applicable regulations related to scenic quality.

City of Jurupa Valley General Plan

As previously stated, the Project site is designated for Light Industrial (LI) uses. The Project Applicant proposes a General Plan Amendment (GPA No. 18003) to extend the Agua Mansa Warehouse and Distribution Center Overlay and amend the land use designation to Heavy Industrial (HI). The extension of the Agua Mansa Warehouse and Distribution Center Overlay would allow the Project's proposed warehouse use, which is permitted under the site's underlying land use designation with an approved development agreement. The Project includes development of the Project site with two buildings (Building 1 and Building 2) totaling 1,299,358 sf.

The Project's consistency with the City's General Plan policies related to project design, visual character, and scenic quality is provided in Table 4.1-1, *General Plan Consistency Analysis*. As shown, the Project would not conflict with any applicable General Plan policies.

Table 4.1-1 General Plan Consistency Analysis

Goals and Policies	Project Consistency
Scenic Vistas	
Primary Policy: **COS 9.4 View Protection in New Development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality. **Related Policies:** **COS 9.1.3 Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise).	**No Conflict.** As required by Municipal Code Section 7.50.010, the Project is required to place all existing and new electrical power, telephone or other communication, street lighting, and cable television lines underground.
Scenic Resources within State Scenic Highways	
COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.	**No Conflict.** There are no scenic resources located within proximity to the Project Site. Development of the Project would not substantially block public views of the San Gabriel Mountains, San Bernardino Mountains, La Loma Hills, Blue Mountain, Sugarloaf Mountain, and Rattlesnake Mountain due to distance, topography, and intervening development. Accordingly, the Project would not interfere with the City's efforts to protect scenic resources. Therefore, the Project is consistent with General Plan Policy COS 9.1.
Conflict with Applicable Zoning and Other Regulations Government Scenic Quality	
Primary Policy: **LUE 8.2High Quality Development.** Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community. **Related Policies:** **COS 10.4 Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided. **LUE 1.1 Compatible Structures.** Require that structures be designed and operated in a manner that	**No Conflict.** As discussed in Section 4.1, *Aesthetics*, the Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. As a result, the Project will enhance and be architecturally compatible with its surroundings The Planning Department has reviewed Project plans and determined the Project is compliant with Municipal Code Section 9.125.040, which identifies the development standards for the C-P-S zone and Municipal Code Section 9.111.040, which identifies the development standards of the Ci/CP zone. **No Conflict.** As shown in Figure 3-7, *Overall Site Plan*, the Project includes trash and recycle bin enclosures.

Goals and Policies	Project Consistency
preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment. **LUE 3.8 Architectural Compatibility.** Require commercial development to be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. Architectural styles that reflect the City's small town rural, agricultural history shall be utilized in the design of new commercial developments in or near the Town Centers, consistent with the applicable design guidelines. **LUE 3.19 Architectural Compatibility.** Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. **LUE 11.2 Design Standards.** Comply with the design standards of the appropriate General Plan and community plan land use category. **LUE 11.11 Landscape Maintenance.** Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species. **LUE 11.17 Screened Trash and Recycling Areas.** Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to	These enclosures would provide safe, secure, and visually screened locations for discarded trash and recyclables. City staff has reviewed and approved the development plans as consistent with applicable regulations, which include the provision of screened enclosures for trash and recycling. Therefore, the Project is consistent with General Plan Policy LUE 11.17.

Goals and Policies	Project Consistency
provide safe, secure, and visually screened trash and recycling enclosures.	
Light and Glare	
COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or wanting illumination 3. Produces glare (intense line-of-site contrast) 4. Includes lighting frequencies (colors) that interfere with astronomical viewing. **COS 10.4 Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided.	**No Conflict.** As required by PPP 4.1-2, all outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section 5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent.

City of Jurupa Valley Municipal Code

Currently, the Project site's underlying zoning classification is Manufacturing – Medium (M-M) and Manufacturing-Service Commercial (M-SC). The Project Applicant proposes a Zone Change (ZC No.21003) to modify portion of the Project site designated M-SC to Manufacturing – Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay. As such, the Project's consistency with the development standards provided within Chapter 9.150 (M-M Zone) is provided in Table 4.1-2, *Zoning Development Standards Consistency Analysis*. The Project will not conflict with applicable design regulations involving building architecture, landscaping, infrastructure, parking lot design, standards, and road system design standards identified in the Jurupa Valley Municipal Code, including Chapter 9.150 and Chapter 9.240.120 which identified development standards for the M-M zone.

Table 4.1-2 Zoning Development Standards Consistency Analysis

Applicable Development Standard	Project Consistency
Manufacturing – Medium (M-M) Zone	
Lot size: • The minimum lot size shall be ten thousand (10,000) square feet with a minimum average width of seventy-five (75) feet, except that a lot size not less than seven thousand (7,000) square feet and an average width of not less than sixty-five (65) feet may be permitted when sewers are available and will be utilized for the development.	**No Conflict.** The Project involves the development of the Project site with two industrial buildings. The Project's Building 1 is proposed to be developed on an approximately 3,372,991 gross sf lot and the Project's Building 2 is proposed to be developed on an approximately 108,468 gross sf lot. The Project site's lot sizes exceed the minimum lot size and minimum average width. The Project would not conflict with this standard.

Applicable Development Standard	Project Consistency
Setbacks: • Where the front, side, or rear yard adjoins a lot zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, the minimum setback shall be twenty-five (25) feet from the property line. • Where the front, side, or rear yard adjoins a lot with a zoning classification other than those zones specified in bullet point one (1) above, there is no minimum setback. • With the exception of those portions of the setback area for which landscaping is required, the setback area may only be used for driveways, automobile parking, or landscaping. A setback area which adjoins a street separating it from a lot with zoning classification, other than those zones specified in bullet point one (1), may also be used for loading docks.	**No Conflict.** The properties that abut the Project site's boundary are zoned as M-M, M-SC, PUD-02, and SP Zone. There is no minimum setback requirement for the property in these zones. The Project would not conflict with this standard.
Height requirements: • Structures shall not exceed forty (40) feet at the yard setback line. • Buildings shall not exceed fifty (50) feet unless a height up to seventy-five (75) feet is approved pursuant to Section 9.240.370 of the Municipal Code. • Structures other than buildings shall not exceed fifty (50) feet unless a height up to one hundred five (105) feet is approved pursuant to Section 9.240.370 of the Municipal Code.	**No Conflict.** The conceptual building elevations for the proposed buildings indicate that Building 1 would have a variable roof line measuring between 44 and 46 feet in height and Building 2 also would include a variable roof line measuring between 38 feet and 40 feet in height. The Project's proposed buildings would not exceed the maximum height limit of 50 feet established in the M-M Zone.
Masonry wall: • Prior to occupancy of any industrial use permitted in this chapter, a six (6) foot high solid masonry wall or combination landscaped earthen berm and masonry wall shall be constructed on each property line that adjoins any parcel specifically zoned for residential use, unless otherwise approved by the Hearing Officer or body.	**No Conflict.** There is no parcel zoned for residential use that abuts the Project site. Additionally, 14-foot tall concrete screen walls are proposed around the truck docking court to the southeast of Building 1, and along the outside edges of the truck court and passenger vehicle parking areas to the northwest of Building 1. Eight-foot high metal fencing is proposed along the northwest property line of the Building 2 site and at the southern edge of the truck trailer court for Building 2. The existing concrete screen wall along the southwest and northeast boundaries of the Building 2 site would remain in place. The Project would not conflict with this standard.
Landscaping:	**No Conflict.** The Project would incorporate a Project-specific landscape plan, as shown in Figure 3-8 of EIR Section 3.0, *Project Description*, that is designed in accordance with the City's Landscape Ordinance. The

Applicable Development Standard	Project Consistency
• A minimum of ten (10) percent of the site proposed for development shall be landscaped and irrigated. • A minimum ten (10) foot strip adjacent to street right-of-way lines shall be appropriately landscaped and maintained, except for designated pedestrian and vehicular accessways, Said landscaping strip shall not include landscaping located within the street right-of-way. • A minimum twenty (20) foot strip adjacent to lots zoned R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, or W-2-M, or separated by a street from a lot with said zoning, shall be landscaped and maintained, unless a tree screen or other buffer treatment is approved by the Hearing Officer or body. However, in no case shall said landscaping be less than ten (10) feet wide excluding curbing.	Project's proposed landscaping would include drought tolerant trees, shrubs, and groundcover. Ornamental landscaping would be provided along the site's perimeter. Additionally, ornamental trees and shrubs are proposed along the proposed buildings' perimeters, except for where the proposed loading docks are located.
Trash enclosures: • Trash collection areas shall be screened by landscaping or architectural features in such a manner as not to be visible from a public street or from any adjacent residential area.	**No Conflict.** The proposed trash enclosure for the Project would be screened by landscaping and will provide a visually opaque self-latching gate to access the trash enclosure. Additionally, the trash enclosures would be within the screened truck courts.
Utilities: • Utilities shall be installed underground except electrical lines rated at 33kV or greater.	**No Conflict.** The Project would install new utility lines underground connecting to the existing utility mains within the surrounding roadways.

Conclusion

Buildout of the Project would change the existing visual character of the Project site from vacant and underutilized to a developed site consisting of two industrial buildings totaling 1,299,358 sf and associated site improvements. The Project would be visually compatible with the existing industrial uses that surround the Project site, and would be compliant with the General Plan policies and Code requirements pertaining to scenic quality. The Project Applicant would incorporate several landscaping treatments to screen portions of the proposed buildings from the surrounding development. Accordingly, the Project would not conflict with applicable zoning and other regulations governing scenic quality s and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d: ***Would the Project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to aesthetics.

PPP 4.1-2 and 3 (listed under Threshold a) applies to the Project and would reduce impacts relating to light and glare. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The Project includes design features that are intended to create aesthetically pleasing industrial buildings and site design. Accordingly, all architectural design elements that are proposed as components of the Project, as described in Subsection 3.5, *Project Characteristics*, are considered PDFs for the purposes of this EIR.

B. Impact Analysis

The Project would be subject to Chapter 9.150, M-M Zone (Manufacturing-Medium) and Section 9.240.120, Off-Street Vehicle Parking Lots, of the City's Municipal Code. Specifically, Chapter 9.150, Section 9.150.040(11) states "all lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property." (City of Jurupa Valley, 2020)

Under existing conditions, the Project site is vacant and underutilized and does not produce any light or glare; therefore, implementation of the Project would result in an increase in ambient light generation, primarily associated with building lights, security/parking lot lighting.

The Project would implement parking lot and building lighting based on City approval for consistency with the City's lighting standards. The Project would produce artificial light similar to existing surrounding land uses to the north, east, and south. Although the Project would increase the light levels

relative to existing conditions within the Project site, the proposed lighting levels would be consistent with the lighting that occurs under existing conditions within the surrounding area that is associated with existing industrial/residential development. Light spillage to the northwest edge abutting the open space area would be lessened by the distance, slope area, and extensive landscaping around the Project site. Furthermore, coverings, fixtures, placement, and orientation of the proposed lighting have been designed to limit spillage of light on to adjacent properties or create a substantial new source of sky glow in accordance with 9.150.040 and 9.240.120 (6) (vii) of the City's Municipal Code.

With mandatory compliance to the City's Municipal Code, including Sections 9.150.040, 9.240 (6) (vii) and the incorporation of Project Design Features which include low wattage and dimmable downlight on the exterior of the proposed structures, it is anticipated that the Project's proposed lighting would not substantially affect daytime or nighttime views within the area and impacts would be less than significant.

The Project would introduce limited sources of glare at the Project site, including reflective building materials such as glass windows (i.e., at the entryways to the proposed buildings). The proposed buildings would be constructed of painted, tilt-up concrete panels and would feature metal shading devices over upper-level windows. Moreover, the proposed landscaping would screen potential sources of glare from affecting nearby motorists or residents. Further, the Project does not include any components that would include large expanses of reflective materials that would result in the generation of substantial amounts of glare. As such, impacts related to glare would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.1.7 CUMULATIVE IMPACT ANALYSIS

As discussed under Threshold a, the City's General Plan specifies the Pedley Hills, Jurupa Mountains, the Santa Ana River as scenic resources and publicly accessible vantage points that provide views of these scenic resources are considered scenic vistas. Due to the site's distance, intervening development, and topography relative to these scenic resources, the development of the Project site with the proposed industrial uses would not block public views of the Pedley Hills, Jurupa Mountains, the Santa Ana River. All the reasonably foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located a considerable distance from the Project site and

would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. Therefore, the Project's impacts to scenic vistas are less than cumulatively considerable.

As discussed under Threshold b, the Project site does not contain any scenic resources, such as trees, rock outcroppings, or historic buildings. Additionally, the Project site is not located within the corridor of an Officially Designated State scenic highway. Therefore, the Project has no potential to directly impact a scenic resource or to contribute to a cumulatively significant impact on scenic resources within a scenic highway.

As discussed under Threshold c, the Project site is in an urbanized area that is developed with industrial uses and residential uses. Therefore, the Project would not result in direct impacts related to conflicting with applicable zoning and other regulations governing scenic quality. Development of the site with the proposed warehousing is permitted and would comply with the underlying M-M zone. The Project would be required to comply with the development standards established in Section, 9.150.040, and 9.240.120 (6) (vii) of the City's Municipal Code. All the reasonably foreseeable development projects listed in Table 4.0-1, *List of Cumulative Development Projects*, are located a considerable distance from the Project site and would not have any interactive aesthetic effects that would directly combine with the aesthetic effects of the Project. Therefore, the Project has no potential to contribute to a cumulatively significant impact associated with degradation of visual character and/or quality.

As discussed under Threshold d, with mandatory compliance to the requirements of Chapter 9.150 (M-M Zone) and Chapter 9.240 (6) (vii) of the City's Municipal Code and with the incorporation of measures to limit the amount of light generated by the Project (including low wattage and dimmable downlights on the exterior of the building), the Project would result in less-than-significant impacts to daytime and nighttime views. Additionally, given the lack of highly-reflective building materials that are proposed by the Project, a less-than-significant impact would occur regarding the creation of a substantial source of glare. Additionally, there are no projects in the immediate Project vicinity that would cumulatively increase light pollution to a substantial level. Other development projects in the region also would be subject to the same or similar lighting standards. Additionally, proposed development projects in the area also would be evaluated for the potential to create a new substantial source of glare. Accordingly, the Project would result in a less-than-cumulatively considerable impact concerning light/glare impacts to daytime or nighttime views in the Project area.

4.2 AIR QUALITY

The following analysis is based in part on information obtained from a technical report entitled, *Air Quality Impact Analysis*, which was prepared by Urban Crossroads (Urban Crossroads), dated December 18, 2020, and is included as *Technical Appendix B* to this EIR (Urban Crossroads, 2020a). Additionally, Urban Crossroads prepared the *Mobile Source Health Risk Assessment*, which was prepared on November 10, 2020 and is appended to this EIR as *Technical Appendix C* (Urban Crossroads, 2020b), the *Construction Health Risk Memorandum* prepared on December 18, 2020 and is appended to this EIR as *Technical Appendix D* (Urban Crossroads, 2020c) and the *Air Quality & Greenhouse Gas Assessment Evaluation* prepared on August 25, 2021 and is appended to this EIR as *Technical Appendix E* (Urban Crossroads, 2021a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.2.1 EXISTING CONDITIONS

A. Criteria Pollutants

Criteria pollutants are pollutants that are regulated through the development of human health based and/or environmentally based criteria for setting permissible levels. Criteria pollutants, their typical sources, and health effects are identified in Table 4.2-1, *Criteria Pollutants*, below:

Table 4.2-1 Criteria Pollutants

Criteria Pollutant	Description	Sources	Health Effects
CO	CO is a colorless, odorless gas produced by the incomplete combustion of carbon-containing fuels, such as gasoline or wood. CO concentrations tend to be the highest during the winter morning, when little to no wind and surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines, unlike ozone (O_3), motor vehicles operating at slow speeds are the primary source of CO in the SCAB. The highest ambient CO concentrations are generally found near congested transportation corridors and intersections.	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Individuals with a deficient blood supply to the heart are the most susceptible to the adverse effects of CO exposure. The effects observed include earlier onset of chest pain with exercise, and electrocardiograph changes indicative of decreased oxygen (O_2) supply to the heart. Inhaled CO has no direct toxic effect on the lungs but exerts its effect on tissues by interfering with O_2 transport and competing with O2 to combine with hemoglobin present in the blood to form carboxyhemoglobin (COHb). Hence, conditions with an increased demand for O_2 supply can be adversely affected by exposure to CO. Individuals most at risk include fetuses, patients with diseases involving heart and blood vessels, and patients with chronic hypoxemia (O_2 deficiency) as seen at high altitudes.

Criteria Pollutant	Description	Sources	Health Effects
SO_2	SO_2 is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal and from chemical processes occurring at chemical plants and refineries. When SO_2 oxidizes in the atmosphere, it forms SO_4. Collectively, these pollutants are referred to as sulfur oxides (SO_X).	Coal or oil burning power plants and industries, refineries, diesel engines	A few minutes of exposure to low levels of SO_2 can result in airway constriction in some asthmatics, all of whom are sensitive to its effects. In asthmatics, increase in resistance to air flow, as well as reduction in breathing capacity leading to severe breathing difficulties, are observed after acute exposure to SO_2. In contrast, healthy individuals do not exhibit similar acute responses even after exposure to higher concentrations of SO_2. Animal studies suggest that despite SO_2 being a respiratory irritant, it does not cause substantial lung injury at ambient concentrations. However, very high levels of exposure can cause lung edema (fluid accumulation), lung tissue damage, and sloughing off of cells lining the respiratory tract. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient SO_2 levels. In these studies, efforts to separate the effects of SO_2 from those of fine particles have not been successful. It is not clear whether the two pollutants act synergistically, or one pollutant alone is the predominant factor.
NO_X	NO_X consist of nitric oxide (NO), nitrogen dioxide (NO_2) and nitrous oxide (N_2O) and are formed when nitrogen (N_2) combines with O_2. Their lifespan in the atmosphere ranges from one to seven days for nitric oxide and nitrogen dioxide, to 170 years for nitrous oxide. NO_X is typically created during combustion processes and are major contributors to smog formation and acid deposition. NO_2 is a criteria air pollutant and may result in numerous adverse health effects; it	Any source that burns fuel such as automobiles, trucks, heavy construction equipment, farming equipment and residential heating.	Population-based studies suggest that an increase in acute respiratory illness, including infections and respiratory symptoms in children (not infants), is associated with long-term exposure to NO_2 at levels found in homes with gas stoves, which are higher than ambient levels found in Southern California. Increase in resistance to air flow and airway contraction is observed after short-term exposure to NO_2 in healthy subjects. Larger decreases in lung functions are observed in individuals

Criteria Pollutant	Description	Sources	Health Effects
	absorbs blue light, resulting in a brownish-red cast to the atmosphere and reduced visibility. Of the seven types of nitrogen oxide compounds, NO_2 is the most abundant in the atmosphere. As ambient concentrations of NO_2 are related to traffic density, commuters in heavy traffic may be exposed to higher concentrations of NO_2 than those indicated by regional monitoring station.		with asthma or chronic obstructive pulmonary disease (e.g., chronic bronchitis, emphysema) than in healthy individuals, indicating a greater susceptibility of these sub-groups. In animals, exposure to levels of NO_2 considerably higher than ambient concentrations result in increased susceptibility to infections, possibly due to the observed changes in cells involved in maintaining immune functions. The severity of lung tissue damage associated with high levels of O_3 exposure increases when animals are exposed to a combination of O_3 and NO_2.
O_3	O_3 is a highly reactive and unstable gas that is formed when VOCs and NO_X, both byproducts of internal combustion engine exhaust, undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable to the formation of this pollutant.	Formed when reactive organic gases (ROG) and NO_X react in the presence of sunlight. ROG sources include any source that burns fuels, (e.g., gasoline, natural gas, wood, oil) solvents, petroleum processing and storage and pesticides.	Individuals exercising outdoors, children, and people with preexisting lung disease, such as asthma and chronic pulmonary lung disease, are considered to be the most susceptible sub-groups for O_3 effects. Short-term exposure (lasting for a few hours) to O_3 at levels typically observed in Southern California can result in breathing pattern changes, reduction of breathing capacity, increased susceptibility to infections, inflammation of the lung tissue, and some immunological changes. Elevated O_3 levels are associated with increased school absences. In recent years, a correlation between elevated ambient O_3 levels and increases in daily hospital admission rates, as well as mortality, has also been reported. An increased risk for asthma has been found in children who participate in multiple outdoor sports and live in communities with high O_3 levels. O_3 exposure under exercising conditions is known to increase the severity of the responses described above. Animal studies suggest that exposure to a combination of pollutants that includes O_3 may be

Criteria Pollutant	Description	Sources	Health Effects
			more toxic than exposure to O_3 alone. Although lung volume and resistance changes observed after a single exposure diminish with repeated exposures, biochemical and cellular changes appear to persist, which can lead to subsequent lung structural changes.
Particulate Matter	PM_{10}: A major air pollutant consisting of tiny solid or liquid particles of soot, dust, smoke, fumes, and aerosols. Particulate matter pollution is a major cause of reduce visibility (haze) which is caused by the scattering of light and consequently the significant reduction air clarity. The size of the particles (10 microns or smaller, about 0.0004 inches or less) allows them to easily enter the lungs where they may be deposited, resulting in adverse health effects. Additionally, it should be noted that PM_{10} is considered a criteria air pollutant. $PM_{2.5}$: A similar air pollutant to PM_{10} consisting of tiny solid or liquid particles which are 2.5 microns or smaller (which is often referred to as fine particles). These particles are formed in the atmosphere from primary gaseous emissions that include SO_4 formed from SO_2 release from power plants and industrial facilities and nitrates that are formed from NO_X release from power plants, automobiles and other types of combustion sources. The chemical composition of fine particles highly depends on location, time of year, and weather conditions. $PM_{2.5}$ is a criteria air pollutant.	Sources of PM_{10} include road dust, windblown dust and construction. Also formed from other pollutants (acid rain, NO_X, SO_X, organics). Incomplete combustion of any fuel. $PM_{2.5}$ comes from fuel combustion in motor vehicles, equipment and industrial sources, residential and agricultural burning. Also formed from reaction of other pollutants (acid rain, NO_X, SO_X, organics).	A consistent correlation between elevated ambient fine particulate matter (PM_{10} and $PM_{2.5}$) levels and an increase in mortality rates, respiratory infections, number and severity of asthma attacks and the number of hospital admissions has been observed in different parts of the United States and various areas around the world. In recent years, some studies have reported an association between long-term exposure to air pollution dominated by fine particles and increased mortality, reduction in lifespan, and an increased mortality from lung cancer. Daily fluctuations in $PM_{2.5}$ concentration levels have also been related to hospital admissions for acute respiratory conditions in children, to school and kindergarten absences, to a decrease in respiratory lung volumes in normal children, and to increased medication use in children and adults with asthma. Recent studies show lung function growth in children is reduced with long term exposure to particulate matter. The elderly, people with pre-existing respiratory or cardiovascular disease, and children appear to be more susceptible to the effects of high levels of PM_{10} and $PM_{2.5}$.
VOC	VOCs are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air. VOCs contribute to the	Organic chemicals are widely used as ingredients in household products. Paints, varnishes	Breathing VOCs can irritate the eyes, nose, and throat, can cause difficulty breathing and nausea, and can damage the central nervous system as well as other organs.

Criteria Pollutant	Description	Sources	Health Effects
	formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form O3 to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include CO, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms VOC and ROG (see below) are used interchangeably.	and wax all contain organic solvents, as do many cleaning, disinfecting, cosmetic, degreasing and hobby products. Fuels are made up of organic chemicals. All of these products can release organic compounds while you are using them, and, to some degree, when they are stored.	Some VOCs can cause cancer. Not all VOCs have all these health effects, though many have several.
ROG	Similar to VOC, ROGs are also precursors in forming O_3 and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and NO_X react in the presence of sunlight. ROGs are a criteria pollutant since they are a precursor to O_3, which is a criteria pollutant. The terms ROG and VOC (see previous) are used interchangeably.	Sources similar to VOCs.	Health effects similar to VOCs.
Lead (Pb)	Pb is a heavy metal that is highly persistent in the environment and is considered a criteria pollutant. In the past, the primary source of Pb in the air was emissions from vehicles burning leaded gasoline. The major sources of Pb emissions are ore and metals processing, particularly Pb smelters, and piston-engine aircraft operating on leaded aviation gasoline. Other stationary sources include waste incinerators, utilities, and lead-acid battery manufacturers. It should be noted that the Project does not include operational	Metal smelters, resource recovery, leaded gasoline, deterioration of Pb paint.	Fetuses, infants, and children are more sensitive than others to the adverse effects of Pb exposure. Exposure to low levels of Pb can adversely affect the development and function of the central nervous system, leading to learning disorders, distractibility, inability to follow simple commands, and lower intelligence quotient. In adults, increased Pb levels are associated with increased blood pressure. Pb poisoning can cause anemia, lethargy, seizures, and death;

Criteria Pollutant	Description	Sources	Health Effects
	activities such as metal processing or Pb acid battery manufacturing. As such, the Project is not anticipated to generate a quantifiable amount of Pb emissions.		although it appears that there are no direct effects of Pb on the respiratory system. Pb can be stored in the bone from early age environmental exposure, and elevated blood Pb levels can occur due to breakdown of bone tissue during pregnancy, hyperthyroidism (increased secretion of hormones from the thyroid gland) and osteoporosis (breakdown of bony tissue). Fetuses and breast-fed babies can be exposed to higher levels of Pb because of previous environmental Pb exposure of their mothers.
Odor	Odor means the perception experienced by a person when one or more chemical substances in the air come into contact with the human olfactory nerves.	Odors can come from many sources including animals, human activities, industry, natures, and vehicles.	Offensive odors can potentially affect human health in several ways. First, odorant compounds can irritate the eye, nose, and throat, which can reduce respiratory volume. Second, studies have shown that the VOCs that cause odors can stimulate sensory nerves to cause neurochemical changes that might influence health, for instance, by compromising the immune system. Finally, unpleasant odors can trigger memories or attitudes linked to unpleasant odors, causing cognitive and emotional effects such as stress.

Source: (Urban Crossroads, 2020a, Table 2-1)

B. Atmospheric Setting

The Project site is located in the South Coast Air Basin (SCAB), within the jurisdiction of the South Coast Air Quality Management District (South Coast AQMD). Specifically, the Project site is in the non-desert portion of Riverside County. The South Coast AQMD was created by the 1977 Lewis-Presley Air Quality Management Act, which merged four county air pollution control bodies into one regional district. Under the Act, the South Coast AQMD is responsible for bringing air quality in areas under its jurisdiction into conformity with federal and state air quality standards. The SCAB is a 6,745-square mile sub-region of the South Coast AQMD, which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB includes a portion of the Mojave Desert Air Basin, under the jurisdiction of Los Angeles County, and a portion of the Salton Sea Air Basin, under the jurisdiction of Riverside County. The larger South Coast AQMD jurisdictional boundary includes 10,743 square miles.

The SCAB is bound by the Pacific Ocean to the west and the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east. Specifically, the Los Angeles County portion of the Mojave Desert Air Basin is bound by the San Gabriel Mountains to the south and west, the Los Angeles/Kern County border to the north, and the Los Angeles/San Bernardino County border to the east. Additionally, the Riverside County portion of the Salton Sea Air Basin is bound by the San Jacinto Mountains in the west and spans eastward up to the Palo Verde Valley.

C. Regional Climate

The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. (Urban Crossroads, 2020a, p. 9)

Although the climate of the SCAB can be characterized as semi-arid, the air near the land surface is quite moist on most days because of the presence of a marine layer. This shallow layer of sea air is an important modifier of SCAB climate. Humidity restricts visibility in the SCAB, and the conversion of sulfur dioxide (SO_2) to sulfates (SO_4) is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature. These effects decrease with distance from the coast. (Urban Crossroads, 2020a, p. 9)

More than 90% of the SCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately nine inches in Riverside to fourteen inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SCAB with frequency being higher near the coast. (Urban Crossroads, 2020a, p. 9)

Due to its generally clear weather, about three-quarters of available sunshine is received in the SCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14½ hours of possible sunshine. (Urban Crossroads, 2020a, p. 9)

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to ten periods of strong, dry

offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections. (Urban Crossroads, 2020a, p. 10)

In the SCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level. (Urban Crossroads, 2020a, p. 10)

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter, when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as NO_X and CO from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline. (Urban Crossroads, 2020a, p. 10)

D. Existing Air Quality

Existing air quality is measured at established South Coast AQMD air quality monitoring stations. Monitored air quality is evaluated in the context of ambient air quality standards. These standards are the levels of air quality that are considered safe, with an adequate margin of safety, to protect the public health and welfare. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) currently in effect are shown in Table 4.2-2, Ambient Air Quality Standards.

The determination of whether a region's air quality is healthful or unhealthful is determined by comparing contaminant levels in ambient air samples to the state and federal standards. The most recent state and federal standards were updated by CARB on May 4, 2016 and are presented in Table 2-2. The air quality in a region is considered to be in attainment by the state if the measured ambient air pollutant levels for O_3, CO (except 8-hour Lake Tahoe), SO_2 (1 and 24 hour), NO_2, PM_{10}, and $PM_{2.5}$ are not exceeded. All others are not equaled or exceeded. It should be noted that the three-year period

is presented for informational purposes and is not the basis for how the State assigns attainment status. Attainment status for a pollutant means that the South Coast AQMD meets the standards set by the EPA or the California EPA (CalEPA). Conversely, nonattainment means that an area has monitored air quality that does not meet the NAAQS or CAAQS standards. In order to improve air quality in nonattainment areas, a State Implementation Plan (SIP) is drafted by CARB. The SIP outlines the measures that the state will take to improve air quality. Once nonattainment areas meet the standards and additional redesignation requirements, the EPA will designate the area as a maintenance area.

Table 4.2-2 Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)[8]	1-Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8-Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM_{10})[9]	24-Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter ($PM_{2.5}$)[9]	24-Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1-Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8-Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8-Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1-Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	Annual Arithmetic Mean	—	Ultraviolet Fluorescence	0.030 ppm (for certain areas)[11]	—	Ultraviolet Fluorescence; Spectrophotometry (Pararosaniline Method)
	24-Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	3-Hour	—		—	0.5 ppm (1300 µg/m^3)	
	1-Hour	0.25 ppm (655 µg/m^3)		75 ppb (196 µg/m^3)	—	
Lead[12,13]	30-Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High-Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[13]	Same as Primary Standard	

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
	Rolling 3-Month Average[11]	—		0.15 µg/m^3		
Visibility-Reducing Particles[14]	8-Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24-Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1-Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24-Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: (Urban Crossroads, 2020a, Table 2-2)

1 California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1- and 24-hour), nitrogen dioxide, and particulate matter (PM_{10}, $PM_{2.5}$, and visibility-reducing particles) are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2 National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth-highest 8-hour concentration measured at each site in a year, averaged over 3 years, is equal to or less than the standard. For PM_{10}, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m^3 is equal to or less than 1. For $PM_{2.5}$, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over 3 years, are equal to or less than the standard. Contact the EPA for further clarification and current national policies.

3 Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4 Any equivalent measurement method which can be shown to the satisfaction of the CARB to give equivalent results at or near the level of the air quality standard may be used.

5 National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6 National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7 Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.

8 On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9 On December 14, 2012, the national annual $PM_{2.5}$ primary standard was lowered from 15 µg/m^3 to 12.0 µg/m^3. The existing national 24-hour $PM_{2.5}$ standards (primary and secondary) were retained at 35 µg/m^3, as was the annual secondary standard of 15 µg/m^3. The existing 24-hour PM_{10} standards (primary and secondary) of 150 µg/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10 To attain the 1-hour standard, the 3-year average of the annual 98th percentile of the 1 hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards, the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11 On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24 hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1 hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24 hour and annual) remain in effect until 1 year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010

standards are approved.

Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12 The CARB has identified lead and vinyl chloride as "toxic air contaminants" with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13 The national standard for lead was revised on October 15, 2008, to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until 1 year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standards are approved.

14 In 1989, the CARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

E. Air Quality Improvement Trends in the Air Basin

The Project is within the jurisdiction of South Coast AQMD. In 1976, California adopted the Lewis Air Quality Management Act which created South Coast AQMD from a voluntary association of air pollution control districts in Los Angeles, Orange, Riverside, and San Bernardino counties. The geographic area of which South Coast AQMD consists is known as the SCAB. South Coast AQMD develops comprehensive plans and regulatory programs for the region to attain federal standards by dates specified in federal law. The agency is also responsible for meeting state standards by the earliest date achievable, using reasonably available control measures. (Urban Crossroads, 2020a, p. 26)

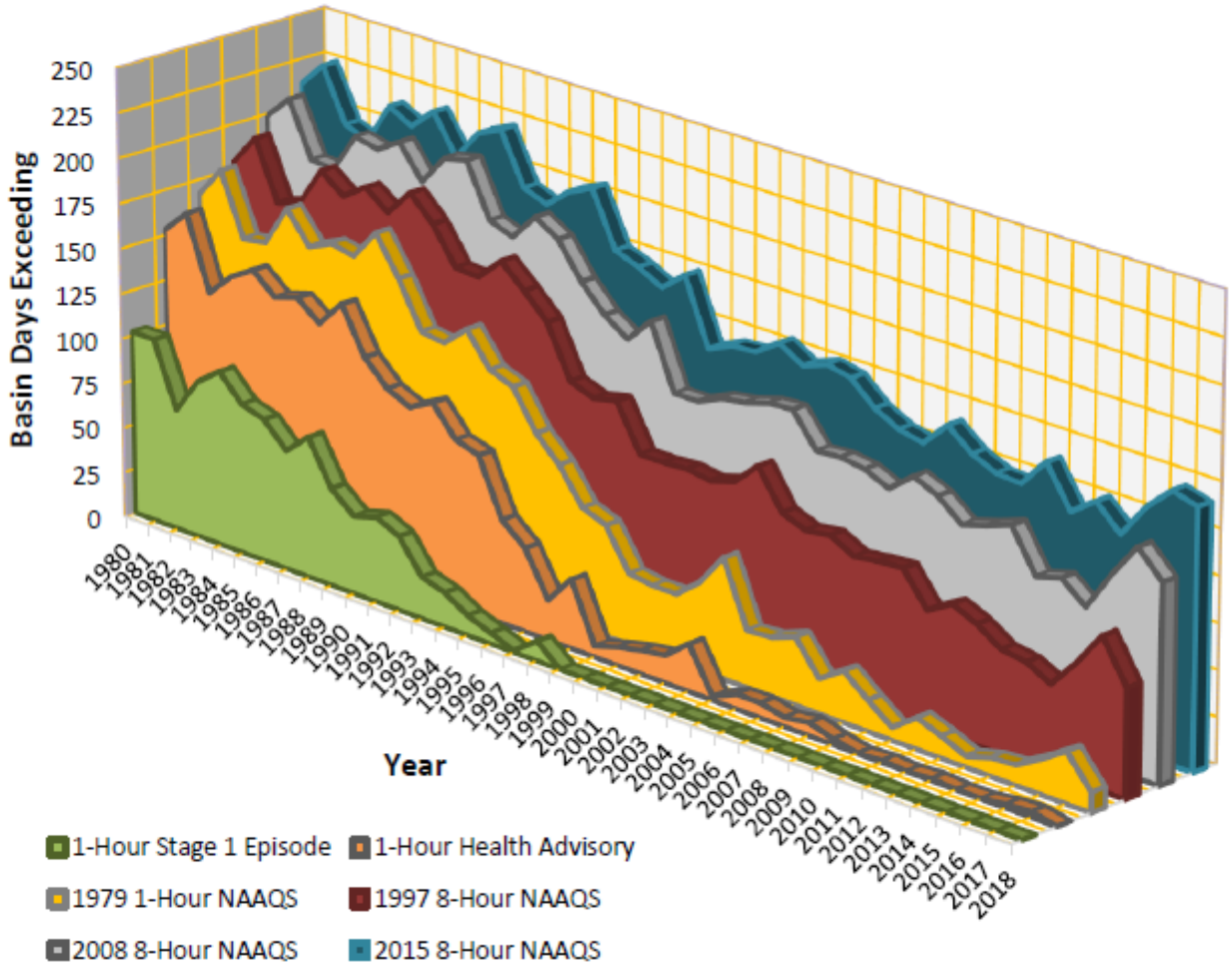
South Coast AQMD rule development through the 1970s and 1980s resulted in dramatic improvement in SCAB air quality. Nearly all control programs developed through the early 1990s relied on (i) the development and application of cleaner technology; (ii) add-on emission controls, and (iii) uniform CEQA review throughout the SCAB. Industrial emission sources have been significantly reduced by this approach and vehicular emissions have been reduced by technologies implemented at the state level by CARB. (Urban Crossroads, 2020a, p. 26)

As discussed above, the South Coast AQMD is the agency charged with regulating air quality emission reductions for the entire SCAB. South Coast AQMD created AQMPs which represent a regional blueprint for achieving healthful air on behalf of the 16 million residents of the SCAB. The 2012 AQMP states, "the remarkable historical improvement in air quality since the 1970's is the direct result of Southern California's comprehensive, multiyear strategy of reducing air pollution from all sources as outlined in its AQMPs." (Urban Crossroads, 2020a, p. 26)

Emissions of O_3, NO_X, VOC, and CO have been decreasing in the SCAB since 1975 and are projected to continue to decrease through 2020. These decreases result primarily from motor vehicle controls and reductions in evaporative emissions. Although VMT in the SCAB continue to increase, NO_X and VOC levels are decreasing because of the mandated controls on motor vehicles and the replacement of older polluting vehicles with lower-emitting vehicles. NO_X emissions from electric utilities have also

decreased due to use of cleaner fuels and renewable energy. O_3 contour maps show that the number of days exceeding the 8-hour NAAQS has decreased between 1997 and 2007. In the 2007 period, there was an overall decrease in exceedance days compared with the 1997 period. However, as shown on Table 4.2-3, *SCAB O_3 Trend*, O_3 levels have increased in the past two years due to higher temperatures and stagnant weather conditions. Notwithstanding, O_3 levels in the SCAB have decreased substantially over the last 30 years with the current maximum measured concentrations being approximately one-third of concentrations within the late 1970s. (Urban Crossroads, 2020a, p. 27)

Table 4.2-3 SCAB O_3 Trend



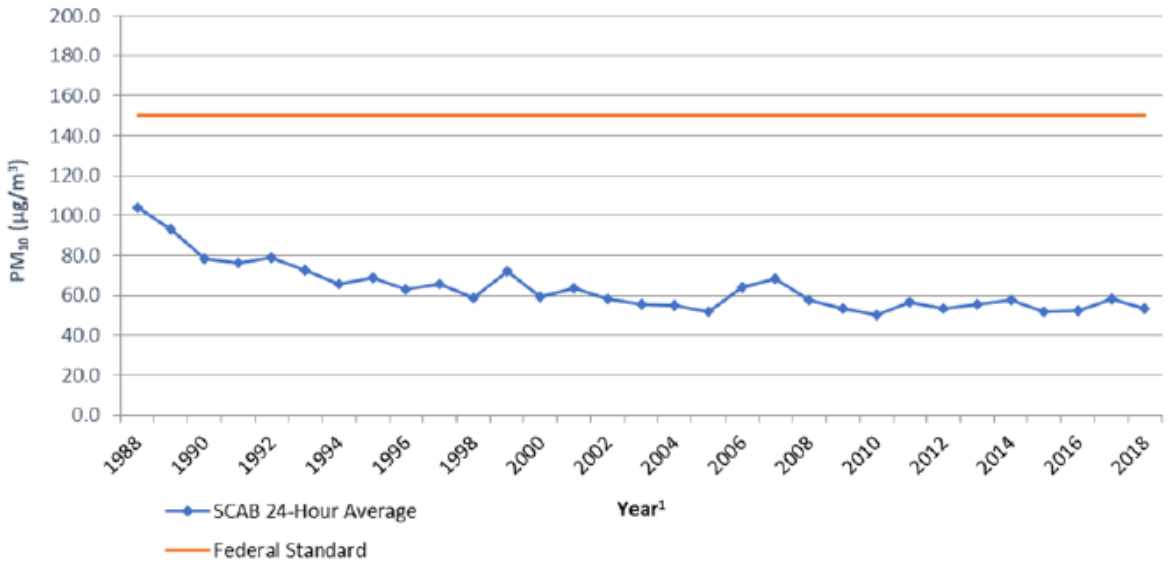
Source: (Urban Crossroads, 2020a, Table 2-5)

The overall trends of PM_{10} and $PM_{2.5}$ levels in the air (not emissions) show an overall improvement since 1975. Direct emissions of PM_{10} have remained somewhat constant in the SCAB and direct emissions of $PM_{2.5}$ have decreased slightly since 1975. Area wide sources (fugitive dust from roads,

dust from construction and demolition, and other sources) contribute the greatest amount of direct particulate matter emissions. (Urban Crossroads, 2020a, p. 28)

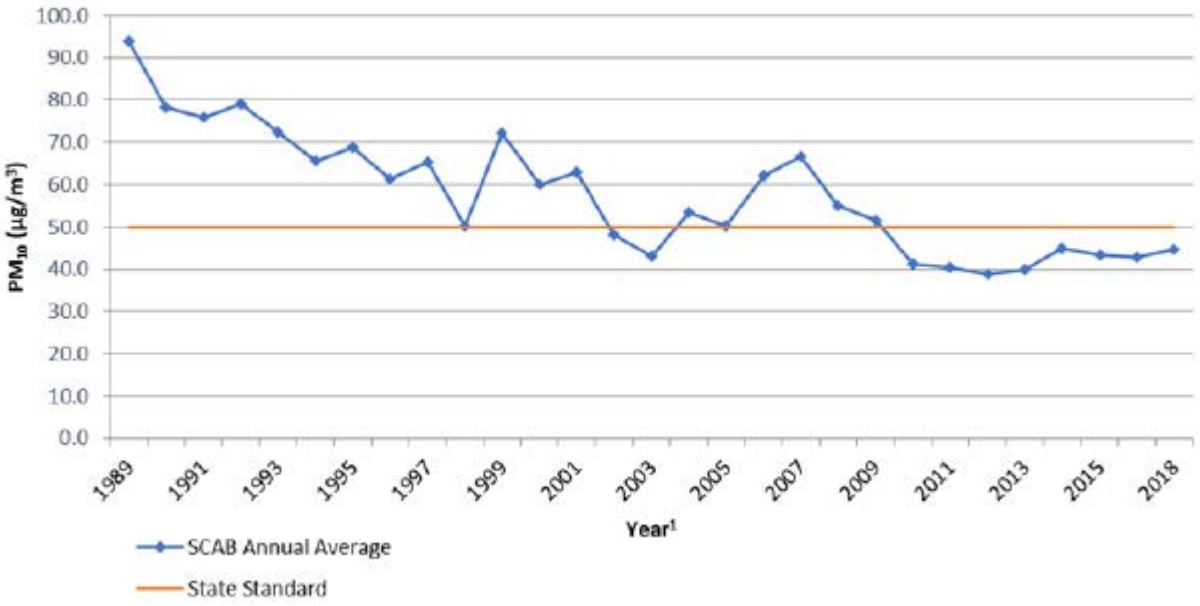
As with other pollutants, the most recent PM_{10} statistics show an overall improvement as illustrated in Table 4.2-4, *SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)* and Table 4.2-5, *SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)*. During the period for which data are available, the 24-hour national annual average concentration for PM_{10} decreased by approximately 48%, from 103.7 microgram per cubic meter (µg/m³) in 1988 to 53.5 µg/m³ in 2018. Although the values are below the federal standard, it should be noted that there are days within the year where the concentrations will exceed the threshold. The 24-hour state annual average for emissions for PM_{10}, have decreased by approximately 53% since 1988. Although data in the late 1990s show some variability, this is probably due to the advances in meteorological science rather than a change in emissions. Similar to the ambient concentrations, the calculated number of days above the 24-hour PM_{10} standards has also shown an overall drop. (Urban Crossroads, 2020a, p. 28)

Table 4.2-4 SCAB Average 24-Hour Concentration PM_{10} Trend (Based on Federal Standard)



Source: (Urban Crossroads, 2020a, Table 2-6)

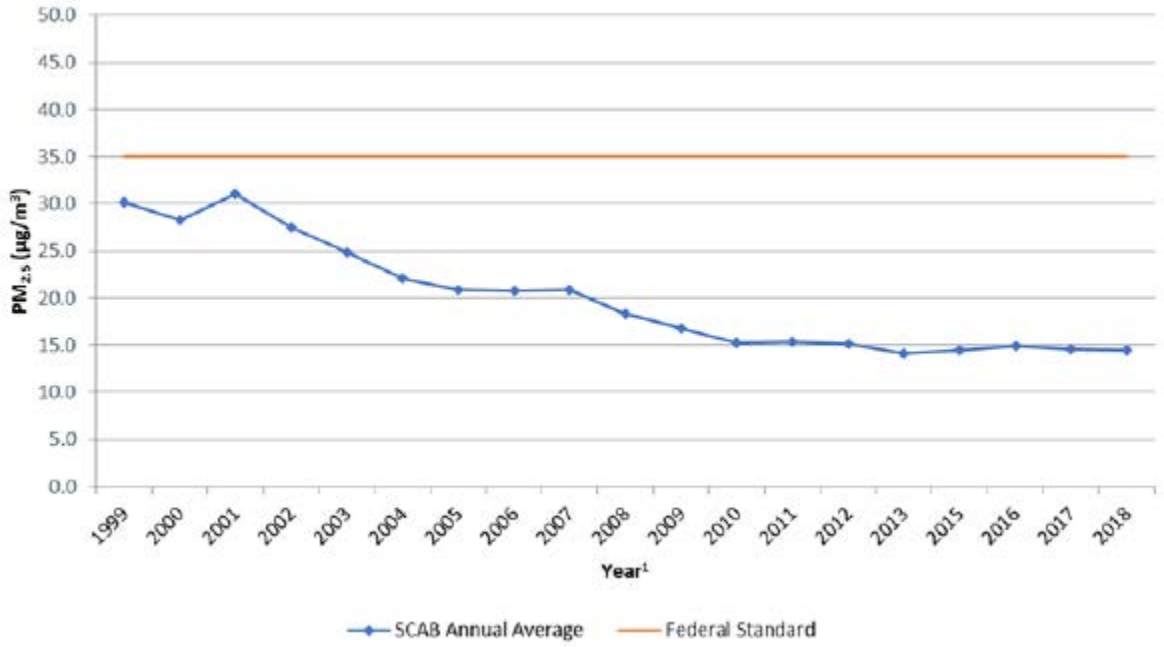
Table 4.2-5 SCAB Annual Average Concentration PM_{10} Trend (Based on State Standard)



Source: (Urban Crossroads, 2020a, Table 2-7)

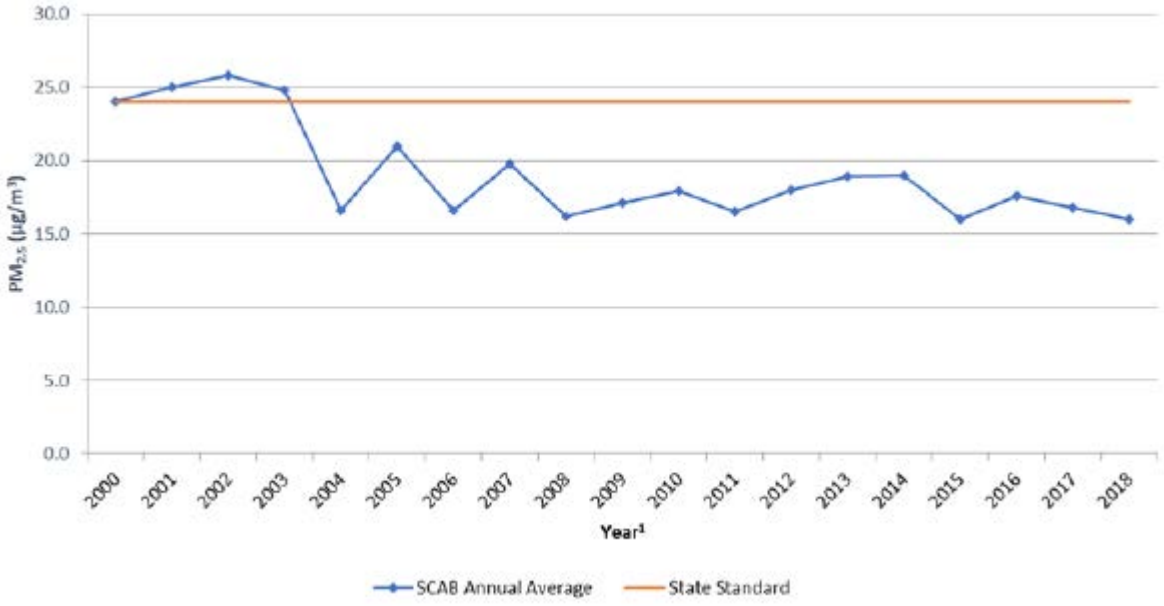
Table 4.2-6, *SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)* and Table 4.2-7, *SCAB Annual Average Concentration $PM_{2.5}$ Trend (Based on State Standard)* show the most recent 24-hour average $PM_{2.5}$ concentrations in the SCAB from 1999 through 2018. Overall, the national and state annual average concentrations have decreased by almost 52% and 33% respectively. It should be noted that the SCAB is currently designated as nonattainment for the state and federal $PM_{2.5}$ standards. (Urban Crossroads, 2020a, p. 29)

Table 4.2-6 SCAB 24-Hour Average Concentration $PM_{2.5}$ Trend (Based on Federal Standard)



Source: (Urban Crossroads, 2020a, Table 2-8)

Table 4.2-7 SCAB Annual Average Concentration $PM_{2.5}$ Trend (Based on State Standard)



Source: (Urban Crossroads, 2020a, Table 2-9)

While the 2012 AQMP PM_{10} attainment demonstration and the 2015 associated supplemental SIP submission indicated that attainment of the 24-hour standard was predicted to occur by the end of 2015,

it could not anticipate the effect of the ongoing drought on the measured $PM_{2.5}$. (Urban Crossroads, 2020a, p. 30)

Since 2001, $PM_{2.5}$ concentrations in the Basin have significantly decreased due to the implementation of regulations and programs by South Coast AQMD and California Air Resources Board (CARB). Despite this progress, based on the 2017-2019 monitoring data, the Basin failed to attain the 2006 standard by the required date (December 31, 2019). Extreme drought conditions in the 2013-2016 timeframe hampered the efforts for the Basin to meet this standard earlier. The Basin's failure to attain the standard is due to exceedances of the standard at two monitoring stations: Compton and Mira Loma. $PM_{2.5}$ levels in Mira Loma have decreased steadily over the years and are now very close to the standard. A few days of unusually high $PM_{2.5}$ levels were observed in Compton in 2017, resulting in that site exceeding the standard over the 2017-2019 three-year averaging period. The high PM episodes at Compton in 2017 have not reoccurred since these episodes, and were likely driven by unknown local human activities, which would not have been reflected in the emissions inventory.

On July 10, 2020, the U.S. Environmental Protection Agency (U.S. EPA) issued a proposed rule determining that the Basin has failed to attain the standard by the attainment date. For a Serious PM nonattainment area that fails to attain, the Clean Air Act (CAA) requires that a revision to the State Implementation Plan (SIP) be submitted to U.S. EPA within 12 months after the applicable attainment date. The revised SIP must demonstrate attainment of the standard as expeditiously as possible but no later than 5 years from the date of the U.S. EPA's final determination of failure to attain the standard. In addition to the attainment demonstration, the updated SIP must also address several other federal CAA requirements. On December 4, 2020, the South Coast Air District adopted the South Coast Air Basin Attainment Plan for 2006 24 Hour $PM_{2.5}$ Standard (Plan) to meet the Clean Air Act requirements. CARB is currently reviewing the Attainment Plan for inclusion in the SIP and submittal to the U.S. EPA. (Urban Crossroads, 2020a, p. 30)

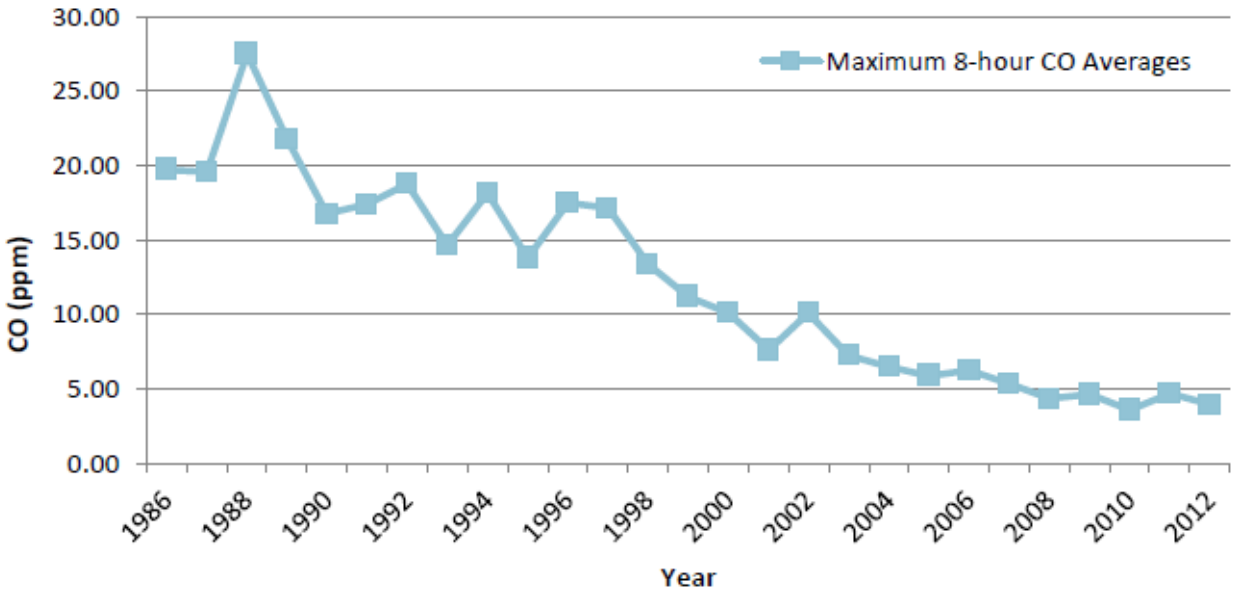
In March 2017, the South Coast AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS, as well as, explore new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, state, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and updated emission inventory methodologies for various source categories. (Urban Crossroads, 2020a, p. 30)

The most recent CO concentrations in the SCAB are shown in Table 4.2-8, *SCAB 24-Hour Average Concentration CO Trend*. CO concentrations in the SCAB have decreased markedly — a total decrease of about 80% in the peak 8-hour concentration since 1986. It should be noted 2012 is the most recent year where 8-hour CO averages and related statistics are available in the SCAB. The number of exceedance days has also declined. The entire SCAB is now designated as attainment for both the state

and national CO standards. Ongoing reductions from motor vehicle control programs should continue the downward trend in ambient CO concentrations. (Urban Crossroads, 2020a, p. 30)

Part of the control process of the South Coast AQMD's duty to greatly improve the air quality in the SCAB is the uniform CEQA review procedures required by South Coast AQMD's CEQA Handbook. The single threshold of significance used to assess Project direct and cumulative impacts has in fact "worked" as evidenced by the track record of the air quality in the SCAB dramatically improving over the course of the past decades. As stated by the South Coast AQMD, the District's thresholds of significance are based on factual and scientific data and are therefore appropriate thresholds of significance to use for this Project. (Urban Crossroads, 2020a, p. 31)

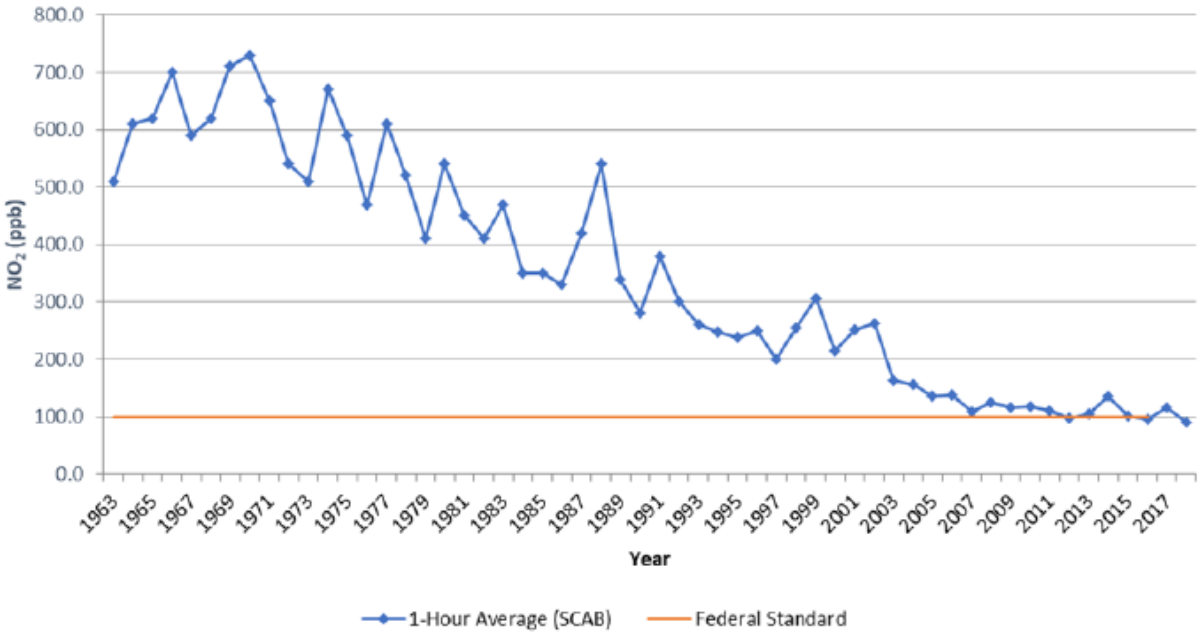
Table 4.2-8 SCAB 24-Hour Average Concentration CO Trend



Source: (Urban Crossroads, 2020a, Table 2-10)

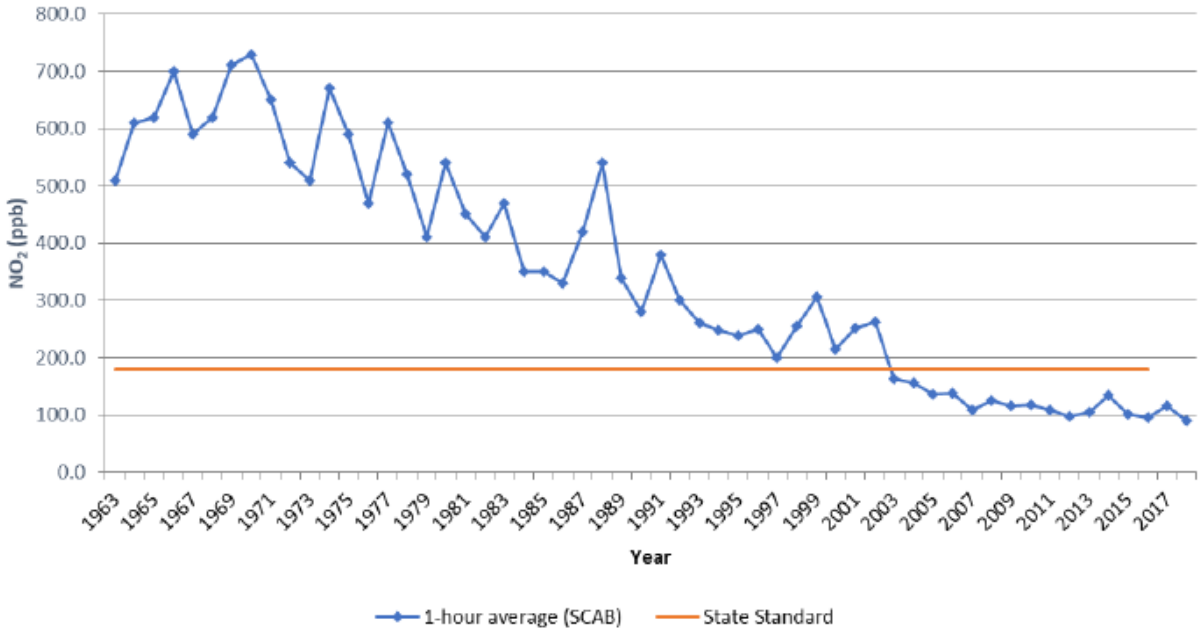
The most recent NO_2 data for the SCAB is shown in Table 4.2-9, *SCAB 1-Hour Average Concentration NO_2 Trend (Based on Federal Standard)* and Table 4.2-10, *SCAB 1-Hour Average Concentration NO_2 Trend (Based on State Standard)*. Over the last 50 years, NO_2 values have decreased significantly; the peak 1-hour national and state averages for 2018 is approximately 82% lower than what it was during 1963. The SCAB attained the State 1-hour NO_2 standard in 1994, bringing the entire State into attainment. A new state annual average standard of 0.030 ppm was adopted by the ARB in February 2007. The new standard is just barely exceeded in the South Coast AQMD. NO_2 is formed from NO_X emissions, which also contribute to O_3. As a result, the majority of the future emission control measures will be implemented as part of the overall O_3 control strategy. Many of these control measures will target mobile sources, which account for more than three-quarters of California's NO_X emissions. These measures are expected to bring the South Coast AQMD into attainment of the state annual average standard. (Urban Crossroads, 2020a, p. 31)

Table 4.2-9 SCAB 1-Hour Average Concentration NO_2 Trend (Based on Federal Standard)



Source: (Urban Crossroads, 2020a, Table 2-11)

Table 4.2-10 SCAB 1-Hour Average Concentration NO_2 Trend (Based on State Standard)

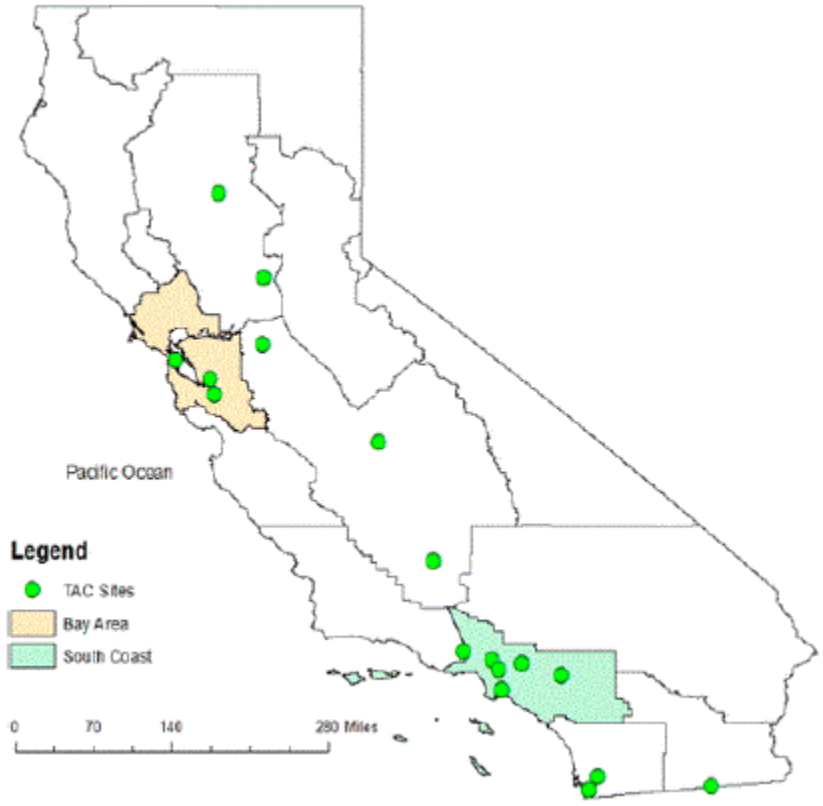


Source: (Urban Crossroads, 2020a, Table 2-12)

1. Toxic Air Contaminants (TAC) Improvement Trends

In 1984, as a result of public concern for exposure to airborne carcinogens, the CARB adopted regulations to reduce the amount of TAC emissions resulting from mobile and area sources, such as cars, trucks, stationary products, and consumer products. According to the Ambient and Emission Trends of Toxic Air Contaminants in California journal article which was prepared for CARB, results show that between 1990-2012, ambient concentration and emission trends for the seven TACs responsible for most of the known cancer risk associated with airborne exposure in California have declined significantly (between 1990 and 2012). The seven TACs studied include those that are derived from mobile sources: diesel particulate matter (DPM), benzene (C_6H_6), and 1,3-butadiene (C_4H_6); those that are derived from stationary sources: perchloroethylene (C_2Cl_4) and hexavalent chromium (Cr(VI)); and those derived from photochemical reactions of emitted VOCs: formaldehyde (CH_2O) and acetaldehyde (C_2H_4O)[2]. TACs data was gathered at monitoring sites from both the Bay Area and SCAB, as shown on Exhibit 4.2-1, *SCAB 1-Hour Average Concentration NO_2 Trend (Based on State Standard)*; Several of the sites in the SCAB include Reseda, Compton, Rubidoux, Burbank, and Fontana. The decline in ambient concentration and emission trends of these TACs are a result of various regulations CARB has implemented to address cancer risk. (Urban Crossroads, 2020a, p. 33)

Table 4.2-11 SCAB 1-Hour Average Concentration NO_2 Trend (Based on State Standard)



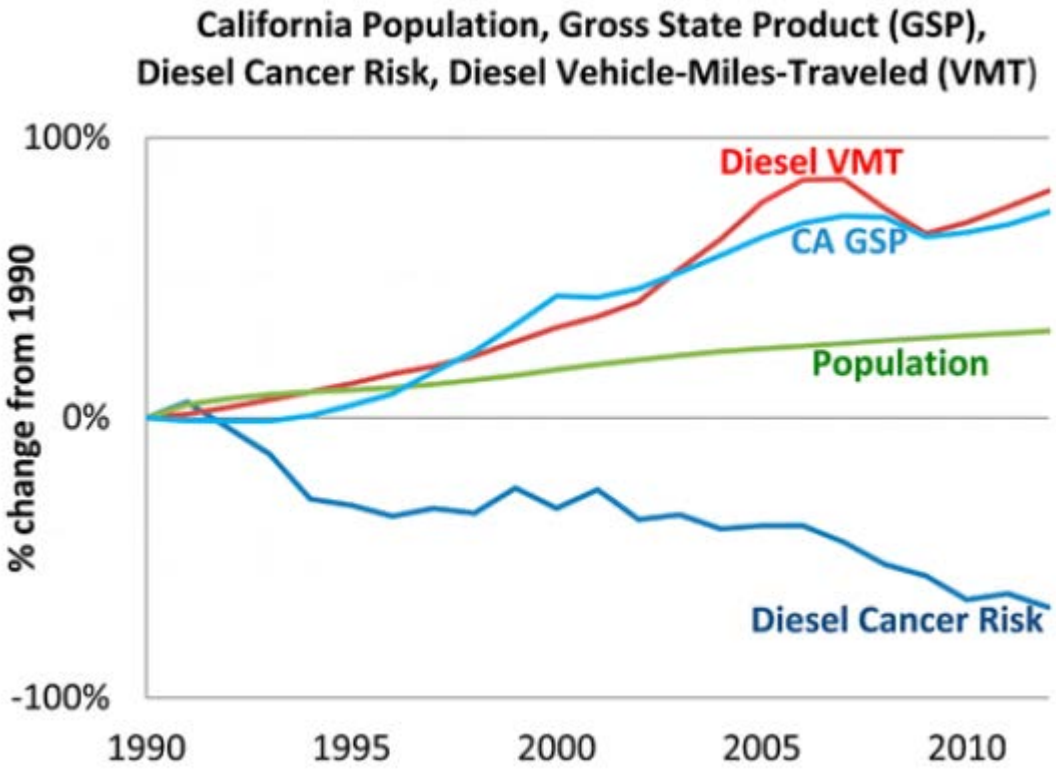
Source: (Urban Crossroads, 2020a, Exhibit 2-A)

2. Mobile Source TACs

CARB introduced two programs that aimed at reducing mobile emissions for light and medium duty vehicles through vehicle emissions controls and cleaner fuel. In California, light-duty vehicles sold after 1996 are equipped with California's second-generation On-Board Diagnostic (OBD-II) system. The OBD-II system monitors virtually every component that can affect the emission performance of the vehicle to ensure that the vehicle remains as clean as possible over its entire life and assists repair technicians in diagnosing and fixing problems with the computerized engine controls. If a problem is detected, the OBD-II system illuminates a warning lamp on the vehicle instrument panel to alert the driver. This warning lamp typically contains the phrase "Check Engine" or "Service Engine Soon". The system will also store important information about the detected malfunction so that a repair technician can accurately find and fix the problem. CARB has recently developed similar OBD requirements for heavy-duty vehicles over 14,000 pounds (lbs). CARB's phase II Reformulated Gasoline Regulation (RFG-2), adopted in 1996, also led to a reduction of mobile source emissions. Through such regulations, benzene levels declined 88% from 1990-2012. 1,3-Butadiene concentrations also declined 85% from 1990-2012 as a result of the use of reformulated gasoline and motor vehicle regulations. (Urban Crossroads, 2020a, p. 34)

In 2000, CARB's Diesel Risk Reduction Plan (DRRP) recommended the replacement and retrofit of diesel-fueled engines and the use of ultra-low-sulfur (<15 ppm) diesel fuel. As a result of these measures, DPM concentrations have declined 68% since 2000, even though the state's population increased 31% and the amount of diesel vehicles miles traveled increased 81%, as shown on Exhibit 4.2-2, *DPM and Diesel Vehicle Miles Traveled*. With the implementation of these diesel-related control regulations, CARB expects a DPM decline of 71% for 2000-2020. (Urban Crossroads, 2020a, p. 34)

Table 4.2-12 DPM and Diesel Vehicle Miles Trend



Source: (Urban Crossroads, 2020a, Exhibit 2-B)

3. Diesel Regulations

The CARB and the Ports of Los Angeles and Long Beach (POLA and POLB) have adopted several iterations of regulations for diesel trucks that are aimed at reducing DPM. More specifically, the CARB Drayage Truck Regulation, the CARB statewide On-road Truck and Bus Regulation, and the Ports of Los Angeles and Long Beach Clean Truck Program (CTP) require accelerated implementation of "clean trucks" into the statewide truck fleet. In other words, older, more polluting trucks will be replaced with newer, cleaner trucks as a function of these regulatory requirements.

Moreover, the average statewide DPM emissions for Heavy Duty Trucks (HDT), in terms of grams of DPM generated per mile traveled, will dramatically be reduced due to the aforementioned regulatory requirements.

Diesel emissions identified in this analysis would therefore overstate future DPM emissions since not all the regulatory requirements are reflected in the modeling. (Urban Crossroads, 2020a, p. 35)

4. Cancer Risk Improvement Trends

Based on information available from CARB, overall cancer risk throughout the SCAB has had a declining trend since 1990. In 1998, following an exhaustive 10-year scientific assessment process, CARB identified particulate matter from diesel-fueled engines as a TAC. The South Coast AQMD initiated a comprehensive urban toxic air pollution study called the Multiple Air Toxics Exposure Study (MATES). DPM accounts for more than 70% of the cancer risk. (Urban Crossroads, 2020a, p. 35)

In 2008, South Coast AQMD prepared an update to the MATES-II study, referred to as MATES-III. MATES-III estimates the average excess cancer risk level from exposure to TACs is an approximately 17% decrease in comparison to the MATES-II study. (Urban Crossroads, 2020a, p. 35)

In 2015, the South Coast AQMD published an in-depth analysis of the TACs and the resulting health risks for all of Southern California. The Multiple Air Toxics Exposure Study in the SCAB, MATES IV," which shows that cancer risk has decreased less than 50% since MATES III (2005). (Urban Crossroads, 2020a, p. 35)

The MATES-IV study represents the baseline health risk for a cumulative analysis. MATES-IV calculated cancer risks based on monitoring data collected at ten fixed sites within the SCAB. None of the fixed monitoring sites are within the local area of the Project site. However, MATES-IV has extrapolated the excess cancer risk levels throughout the SCAB by modeling the specific grids. MATES-IV modeling predicted an excess cancer risk of 881.03 in one million for the geographic grid containing the Project site. DPM is included in this cancer risk along with all other TAC sources. DPM accounts for 68% of the total risk shown in MATES-IV. Cumulative Project generated TACs are limited to DPM. (Urban Crossroads, 2020a, p. 35)

In January 2018, as part of the overall effort to reduce air toxics exposure in the SCAB, South Coast AQMD began conducting the MATES V Program. MATES V field measurements will be conducted over a one-year period at ten fixed sites (the same sites selected for MATES III and IV) to assess trends in air toxics levels. MATES V will also include measurements of ultrafine particles (UFP) and black carbon (BC) concentrations, which can be compared to the UFP levels measured in MATES IV. The final report for the MATES V study was expected to be available in Fall 2019, however it is not yet available and no definitive date for its release has been provided by South Coast AQMD. (Urban Crossroads, 2020a, p. 35)

F. Regional Air Quality

Air pollution contributes to a wide variety of adverse health effects. The EPA has established NAAQS for six of the most common air pollutants: CO, Pb, O_3, particulate matter (PM_{10} and $PM_{2.5}$), NO_2, and SO_2 which are known as criteria pollutants. The South Coast AQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On February 21, 2019, CARB posted the 2018 amendments to the state and

national area designations. See Table 4.2-13, *Attainment Status of Criteria Pollutants in the SCAB*, for attainment designations for the SCAB. Appendix 2.1 of *Technical Appendix B* provides geographic representation of the state and federal attainment status for applicable criteria pollutants within the SCAB.

Table 4.2-13 Attainment Status of Criteria Pollutants in the SCAB

Criteria Pollutant	State Designation	Federal Designation
O_3 – 1-hour standard	Nonattainment	--
O_3 – 8-hour standard	Nonattainment	Nonattainment
PM_{10}	Nonattainment	Attainment
$PM_{2.5}$	Nonattainment	Nonattainment
CO	Attainment	Unclassifiable/Attainment
NO_2	Attainment	Unclassifiable/Attainment
SO_2	Unclassifiable/Attainment	Unclassifiable/Attainment
PB[1]	Attainment	Unclassifiable/Attainment

Source: (Urban Crossroads, 2020a, Table 2-3)
"--" = The national 1-hour O3 standard was revoked effective June 15, 2005

G. Local Air Quality

The Project site is located within the Source Receptor Area (SRA) 23. Within SRA 23, the South Coast AQMD Metropolitan Riverside County 1 monitoring station is the nearest long-term air quality monitoring site, located 1.08 miles northeast of the Project, that monitors O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$.

The most recent three (3) years of data available is shown on Table 4.2-14, *Project Area Air Quality Monitoring Summary 2017-2019*, and identifies the number of days ambient air quality standards were exceeded for the study area, which is considered to be representative of the local air quality at the Project site. Data for O_3, CO, NO_2, PM_{10}, and $PM_{2.5}$ for 2017 through 2019 was obtained from the South Coast AQMD Air Quality Data Tables. Additionally, data for SO_2 has been omitted as attainment is regularly met in the SCAB and few monitoring stations measure SO_2 concentrations.

Table 4.2-14 Project Area Air Quality Monitoring Summary 2017-2019

Pollutant	Standard	Year		
		2017	2018	2019
O_3				
Max. Federal 1-hr Concentration (ppm)		0.145	0.123	0.123
Max. Federal 8-hr Concentration (ppm)		0.118	0.101	0.096
No. of days Exceeding State 1-hr Standard	> 0.09 ppm	47	22	ND
No. of days Exceeding State/Federal 8-hr Standard	> 0.070 ppm	81	53	59
CO				

Pollutant	Standard	Year		
		2017	2018	2019
Maximum Federal 1-hr Concentration	> 35 ppm	1.9	2.2	1.5
Maximum Federal 8-hr Concentration	> 20 ppm	1.7	2.0	1.2
NO_2				
Maximum Federal 1-hr Concentration	> 0.100 ppm	0.063	0.055	0.056
Annual Federal Standard Design Value		0.015	0.014	0.014
PM_{10}				
Max. Federal 24-hr Concentration (µg/m^3)	> 150 µg/m^3	138	126	99
Annual Federal Arithmetic Mean (µg/m^3)		41.6	44.0	34.4
No. of Days Exceeding Federal 24-hr Standard	> 150 µg/m^3	0	0	0
No. of Days Exceeding State 24-hr Standard	> 50 µg/m^3	103	132	21
$PM_{2.5}$				
Max Federal 24-hr Concentration	> 35 µg/m^3	50.3	50.7	46.7
Annual Federal Arithmetic Mean (µg/m^3)	> 12 µg/m^3	12.18	12.41	11.13
Number of Days Exceeding Federal 24-hr Standard	> 35 µg/m^3	6	2	4

Source: (Urban Crossroads, 2020a, Table 2-4)
ppm = Parts Per Million

4.2.2 NOP/Scoping Comments

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to air quality.

Two comments related to air quality from the CARB and South Coast AQMD were received on December 15 and 17, 2020, respectively. CARB requested that the EIR identify air pollution impacts, in particular those which may affect the neighboring disadvantaged communities, establish whether trucks and trailers visiting the Project site would be equipped with transportation refrigeration units, model potential health risks associated with operational construction emissions, and that final design of the Project be designed to reduce exposure of toxic diesel PM emissions and to include all existing and emerging zero-emission technologies. South Coast AQMD requested: that the air quality analysis for the Project use the guidance and methods of the South Coast AQMD's CEQA Air Quality Handbook and website, the EIR to include a mobile source health risk assessment if the Project generates long-term diesel emissions, and to provide mitigation measures that the Lead Agency should consider in reducing potential impacts to air quality.

4.2.3 Regulatory Framework

The following is a brief description of the federal, State, and local environmental laws and related regulations governing air quality emissions.

A. Federal Regulations

1. Federal Clean Air Act

The Clean Air Act (CAA; 42 U.S.C. § 7401 et seq.) is the comprehensive federal law that regulates air emissions from stationary and mobile sources. Among other things, this law authorizes Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS) to protect public health and public welfare and to regulate emissions of hazardous air pollutants, which include O_3, CO, NO_x, SO_2, PM_{10}, $PM_{2.5}$, and lead. (EPA, 2019a)

One of the goals of the CAA was to set and achieve NAAQS in every state by 1975 in order to address the public health and welfare risks posed by certain widespread air pollutants. The setting of these pollutant standards was coupled with directing the states to develop SIPs, applicable to appropriate industrial sources in the state, in order to achieve these standards. The CAA was amended in 1977 and 1990 primarily to set new goals (dates) for achieving attainment of NAAQS since many areas of the country had failed to meet the deadlines. (EPA, 2019a)

The sections of the federal CAA most directly applicable to the development of the Project site include Title I (Non-Attainment Provisions) and Title II (Mobile Source Provisions). Title I provisions address the urban air pollution problems of ozone (smog), carbon monoxide (CO), and particulate matter (PM_{10}). Specifically, it clarifies how areas are designated and re-designated "attainment." It also allows EPA to define the boundaries of "nonattainment" areas: geographical areas whose air quality does not meet Federal air quality standards designed to protect public health. (EPA, 2017a). Mobile source emissions are regulated in accordance with the CAA Title II provisions. These standards are intended to reduce tailpipe emissions of hydrocarbons, CO, and NO_X on a phased-in basis that began in model year 1994. Automobile manufacturers also are required to reduce vehicle emissions resulting from the evaporation of gasoline during refueling. These provisions further require the use of cleaner burning gasoline and other cleaner burning fuels such as methanol and natural gas. (EPA, 2017b)

Section 112 of the Clean Air Act addresses emissions of hazardous air pollutants. Prior to 1990, CAA established a risk-based program under which only a few standards were developed. The 1990 Clean Air Act Amendments revised Section 112 to first require issuance of technology-based standards for major sources and certain area sources. "Major sources" are defined as a stationary source or group of stationary sources that emit or have the potential to emit 10 tons per year or more of a hazardous air pollutant or 25 tons per year or more of a combination of hazardous air pollutants. An "area source" is any stationary source that is not a major source. (EPA, 2019a)

For major sources, Section 112 requires that EPA establish emission standards that require the maximum degree of reduction in emissions of hazardous air pollutants. These emission standards are commonly referred to as "maximum achievable control technology" or "MACT" standards. Eight years after the technology-based MACT standards are issued for a source category, EPA is required to review those standards to determine whether any residual risk exists for that source category and, if necessary, revise the standards to address such risk. (EPA, 2019a)

2. National Emissions Standards for Hazardous Air Pollutants (NESHAPS) Program

National Emission Standards for Hazardous Air Pollutants (NESHAP) are stationary source standards for hazardous air pollutants. Hazardous air pollutants (HAPs) are those pollutants that are known or suspected to cause cancer or other serious health effects, such as reproductive effects or birth defects, or adverse environmental effects. The EPA develops national enforcement initiatives that focus on significant environmental risks and noncompliance patterns. For Fiscal Years 2014 to 2016, the Cutting Hazardous Air Pollutants National Initiatives Strategy focuses on categories of sources that emit HAPs. (EPA, 2018)

Sources subject to NESHAPs are required to perform an initial performance test to demonstrate compliance. To demonstrate continuous compliance, sources are generally required to monitor control device operating parameters which are established during the initial performance test. Sources may also be required to install and operate continuous emission monitors to demonstrate compliance. Consistent with EPA's Clean Air Act Stationary Source Compliance Monitoring Strategy, NESHAP sources that meet the Clean Air Act definition of "major source" generally receive a full compliance evaluation by the state or regional office at least once every two years. (EPA, 2018)

B. State Regulations

1. California Clean Air Act (CCAA)

The California Clean Air Act (CCAA) establishes numerous requirements for district plans to attain state ambient air quality standards for criteria air contaminants. The CCAA mandates achievement of the maximum degree of emissions reductions possible from vehicular and other mobile sources in order to attain the State's ambient air quality standards, the California Ambient Air Quality Standards (CAAQS), by the earliest practical date. CARB established the CAAQS for all pollutants for which the federal government has NAAQS and, in addition, established standards for sulfates, visibility, hydrogen sulfide, and vinyl chloride. Generally, the CAAQS are more stringent than the NAAQS. For districts with serious air pollution, its attainment plan should include the following: no net increase in emissions from new and modified stationary sources; and best available retrofit technology for existing sources.

2. Air Quality Management Planning

CARB and local air districts throughout the State are responsible for developing clean air plans to demonstrate how and when California will attain air quality standards established under both the CAA and CCAA. For the areas within California that have not attained air quality standards, CARB works with local air districts to develop and implement State and local attainment plans. In general, attainment plans contain a discussion of ambient air quality data and trends; a baseline emissions inventory; future year projections of emissions, which account for growth projections and already adopted control measures; a comprehensive control strategy of additional measures needed to reach attainment; an attainment demonstration, which generally involves complex modeling; and contingency measures. Plans may also include interim milestones for progress toward attainment. Air quality planning

activities undertaken by CARB also include the development of policies, guidance, and regulations related to State and federal ambient air quality standards; coordination with local agencies on transportation plans and strategies; and providing assistance to local districts and transportation agencies.

3. California Air Resources Board Rules

CARB enforces rules related to air pollutant emissions in the State of California. Rules with applicability to the Project include, but are not limited to, those listed below.

- CARB Rule 2485 (13 CCR 2485): Airborne Toxic Control Measure to Limit Diesel-Fuel Commercial Vehicle Idling, which limits nonessential idling to five minutes or less for commercial trucks.

- CARB Rule 2449 (13 CCR 2449): In-Use Off-Road Diesel Idling Restricts, which limits nonessential idling to five minutes or less for diesel-powered off-road equipment.

Truck and Bus Regulation

Under the Truck and Bus Regulation, adopted by CARB in 2008, all diesel truck fleets operating in California are required to adhere to an aggressive schedule for upgrading and replacing heavy-duty truck engines. Older, more polluting trucks are required to be replaced first, while trucks that already have relatively clean engines are not required to be replaced until later. Pursuant to the Truck and Bus Regulation, all pre-1994 heavy trucks (trucks with a gross vehicle weight rating greater than 26,000 pounds) were to be removed from service on California roads by 2015. Between 2015 and 2020, pre-2000 heavy trucks will be equipped with PM filters and will be upgraded or replaced with an engine that meets 2010 emissions standards. The upgrades/replacements will occur on a rolling basis based on model year. By 2023, all heavy trucks operating on California roads must have engines that meet 2010 emissions standards. Lighter trucks (those with a gross vehicle weight rating of 14,001 to 26,000 pounds) must adhere to a similar schedule, and will all be replaced by 2020.

Advanced Clean Trucks
On June 25, 2020 CARB approved the Advanced Clean Trucks regulation. The rule requires truck manufacturers to transition from diesel trucks and vans to electric zero-emission trucks beginning in 2024 with the goal of achieving a zero-emission truck and bus California fleet by 2045 everywhere feasible and significantly earlier for certain market segments such as last-mile delivery and drayage applications.

C. Regional Policies

1. South Coast Air Quality Management District

Local air quality management districts, such as the South Coast AQMD, regulate air emissions from commercial and light industrial facilities. All air pollution control districts have been formally designated as attainment or non-attainment for each CAAQS.

Serious non-attainment areas are required to prepare air quality management plans (AQMPs) that include specified emission reduction strategies in an effort to meet clean air goals. These plans are required to include:

- Application of Best Available Retrofit Control Technology to existing sources;
- Developing control programs for area sources (e.g., architectural coatings and solvents) and indirect sources (e.g. motor vehicle use generated by residential and commercial development);
- A District permitting system designed to allow no net increase in emissions from any new or modified permitted sources of emissions;
- Implementing reasonably available transportation control measures and assuring a substantial reduction in growth rate of vehicle trips and miles traveled;
- Significant use of low emissions vehicles by fleet operators;
- Sufficient control strategies to achieve a five percent or more annual reduction in emissions or 15 percent or more in a period of three years for Reactive Organic Gases (ROGs), NO_X, CO and PM_{10}. However, air basins may use alternative emission reduction strategy that achieves a reduction of less than five percent per year under certain circumstances.

Currently, the NAAQS and CAAQS are exceeded in most parts of the SCAB. In response, the South Coast AQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly in order to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy.

South Coast AQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the AQMP for the SCAB. The main purpose of an AQMP is to bring the area into compliance with federal and State air quality standards. On March 3, 2017, South

Coast AQMD approved the 2016 AQMP. The AQMP was submitted to the CARB March 10, 2017 as part of the California SIP. The 2016 AQMP includes regulatory control options and strategies for both mobile and stationary sources, to reduce greenhouse gases and toxic risk, as well as achieve efficiencies in energy use, transportation, and goods movement.

The 2016 AQMP addresses the following NAAQS for the SCAB:

- 2012 Annual $PM_{2.5}$ NAAQS (12 micrograms per cubic meter [$\mu g/m^3$]) with request for reclassification to serious nonattainment area for attainment by 2025;
- 2008 8-hour Ozone NAAQS (75 parts per billion [ppb]) with attainment demonstration by 2031;
- 2006 24-hour $PM_{2.5}$ NAAQS (35 $\mu g/m^3$) with attainment demonstration by 2019;
- 1997 8-hour Ozone NAAQS (80 ppb) with attainment demonstration by 2023; and
- 1979 1-hour Ozone NAAQS (120 ppb) with attainment demonstration by 2022.

South Coast AQMD Rule 402 (Nuisance)
South Coast AQMD Rule 402 prohibits the 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. This rule does not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

South Coast AQMD Rule 403 (Fugitive Dust)
South Coast AQMD Rule 403 (Fugitive Dust) requires fugitive dust sources to implement Best Available Control Measures (BACMs) for all sources and all forms of visible particulate matter are prohibited from crossing any property line. Rule 403 is intended to reduce PM_{10} emissions from any transportation, handling, construction, or storage activity that has the potential to generate fugitive dust. Examples of some PM_{10} suppression techniques are summarized below.

- Portions of the construction site to remain inactive longer than a period of three months will be seeded and watered until grass cover is grown or otherwise stabilized in a manner acceptable to the City.
- All on-site roads will be paved as soon as feasible or watered periodically or chemically stabilized.
- All material transported off-site will be either sufficiently watered or securely covered to prevent excessive amounts of dust.

- The area disturbed by clearing, grading, earth moving, or excavation operations will be minimized at all times.
- Where vehicles leave the construction site and enter adjacent public streets, the streets will be swept daily or washed down at the end of the work day to remove soil tracked onto the paved surface.
- A wheel washing system will be installed and used to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
- Water will be applied to active portions of the site, including unpaved roads, in sufficient quantity.

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

South Coast AQMD Rule 2305 and 316
On May 8, 2021, South Coast AQMD adopted Warehouse Indirect Source Rule 2305, which includes the Warehouse Actions and Investments to Reduce Emissions Program (WAIRE), and Rule 316. Rule 2305 establishes for the first time a regulatory program designed to reduce harmful air pollution caused by warehouse-related activities and is focused on emissions from vehicles that service large warehouses. Rule 316 establishes a fee system to support the Rule 2305 program on an ongoing basis. Rules 2305 and 316 apply to operators and owners of existing and new warehouses with floor space greater than or equal to 100,000 square feet within a single building (i.e., large warehouses). Rules 2305 and 316 require such operators and owners to annually take actions with respect to their warehouses that either reduce emissions regionally and locally or facilitate emission reductions. Specifically, owners and operators must "earn" a specific number of WAIRE points based on the intensity of operations at each of their warehouses every year by purchasing and/or using near-zero (NZE) and zero emission (ZE) equipment selected from a menu of options that will offset or reduce warehouse emissions. Owners and operators may also implement custom WAIRE plans for individual facilities, subject to South Coast AQMD approval; or pay mitigation fees. Owners and operators that over-comply may transfer excess WAIRE Points earned in one year to a subsequent year or may transfer WAIRE points to another site within their control. Rule 2305 also requires reporting information about facility operations and recordkeeping. Rule 316 is the companion rule to Rule 2305 and establishes the administrative fees that Rule 2305 warehouse owners and operators must pay to support South Coast AQMD compliance activities.

D. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to air quality within the City. The specific policies outlined in the City's General Plan that are related to air quality and that apply to the

proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*.

4.2.4 METHODOLOGY

A. CalEEMod

Land uses such as the Project affect air quality through construction-source and operational-source emissions.

On October 17, 2017, the South Coast AQMD in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod version 2016.3.2. In May 2021, the South Coast AQMD, in conjunction with the CAPCOA and other California air districts, released the latest version of the CalEEMod Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. The Air Quality Impact Analysis (*Technical Appendix B*) was prepared before the release of CalEEMod Version 2020.4.0 and used the CalEEMod version 2016.3.2. Therefore, an Air Quality & Greenhouse Gas Assessment Evaluation (*Technical Appendix E*) was prepared using CalEEMod Version 2020.4.0. Accordingly, the latest version of CalEEMod™ has been used for this Project to determine construction and operational air quality emissions. Output from the model runs for both construction and operational activity are provided in Attachment A and B of the *Technical Appendix E*. It is important to note that the use of CalEEMod 2020.4.0 would not result in any substantive change to the emissions quantification or the findings and conclusions previously made in the Air Quality Impact Analysis (*Technical Appendix B*).

B. Emission Factors Model

On August 19, 2019, the EPA approved the 2017 version of the EMissions FACtor model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. Summer, winter, and annual EMFAC2017 emission factors were used in order to derive vehicle emissions associated with Project operational activities, which vary by season.

Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors. The equations applied to obtain CalEEMod vehicle emission factors for each emission type are detailed in CalEEMod User's Guide Appendix A: Calculation Details for CalEEMod.

C. HRA Methodology

The Health Risk Assessment (HRA) is based on South Coast AQMD guidelines to produce conservative estimates of risk posed by exposure to DPM. The conservative nature of this analysis is due primarily to the following factors:

- The ARB-adopted diesel exhaust Unit Risk Factor (URF) of 300 in one million per µg/m^3 is based upon the upper 95 percentile of estimated risk for each of the epidemiological studies utilized to develop the URF. Using the 95th percentile URF represents a very conservative (health-protective) risk posed by DPM.

- The emissions derived assume that every truck accessing the project site will idle for 15 minutes under the unmitigated scenario, this is an overestimation of actual idling times and thus conservative.[1] It should be noted that ARB's anti-idling requirements impose a 5-minute maximum idling time and therefore the analysis conservatively overestimates DPM emissions from idling by a factor of 3.

D. Construction HRA Methodology

The Construction HRA is based on guidelines in the South Coast AQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*. South Coast AQMD recommends using the EPA's AERMOD model. For purposes of analysis, the Lakes AERMOD View (Version 9.9.0) was used to calculate annual average particulate concentrations associated with site operations.

For on-site construction activity, release height of 5.0 meters and an initial vertical dimension of 1.4 meters were utilized, consistent with South Coast AQMD's *Localized Significance Threshold Methodology* (LST Methodology). Off-site truck travel was modeled using the U.S. EPA's haul route methodology for modeling of off-site truck movement. More specifically, the Haul Road Volume Source Calculator in Lakes AERMOD View has been utilized to determine the release height parameters. Based on the U.S. EPA methodology, the Project's modeled sources would result in a release height of 3.49 meters, and an initial lateral dimension of 4.0 meters, and an initial vertical dimension of 3.25 meters.

Meteorological data from the South Coast AQMD's Riverside Airport (KRAL) monitoring station (SRA 23) was used to represent local weather conditions and prevailing winds. Universal Transverse Mercator (UTM) coordinates for World Geodetic System (WGS) 84 were used to locate the project boundaries, each source location, and receptor locations in the project vicinity. Consistent with South

[1] Although the Project is required to comply with ARB's idling limit of 5 minutes, staff at South Coast AQMD recommends that the on-site idling emissions should be estimated for 15 minutes of truck idling, which would take into account on-site idling which occurs while the trucks are waiting to pull up to the truck bays, idling at the bays, idling at check-in and check-out, etc.

Coast AQMD modeling guidance, all receptors were set to existing elevation so that only ground-level concentrations are analyzed. United States Geological Survey (USGS) Digital Elevation Model (DEM) terrain data based on a 7.5-minute topographic quadrangle map series using AERMAP was utilized in the HRA modeling to set elevations.

Discrete variants for daily breathing rates, exposure frequency, and exposure duration were obtained from relevant distribution profiles presented in the 2015 OEHHA Guidelines as summarized in Rubidoux Warehouse Mobile Source Health Risk Assessment ("HRA") prepared by Urban Crossroads, Inc.

4.2.5 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to air quality. Based on these significance thresholds, a project would have a significant impact on air quality if it would:

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.*

A. Regional Daily Emissions Thresholds

The South Coast AQMD has also developed regional significance thresholds for other regulated pollutants, as summarized at Table 4.2-15, *Regional Thresholds for Construction and Operational Emissions*. The South Coast AQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact.

Table 4.2-15 Regional Thresholds for Construction and Operational Emissions

Pollutant	Regional Construction Threshold	Regional Operational Thresholds
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

Source: (Urban Crossroads, 2020a, Table 3-1)

B. Localized Air Pollution Concentration Thresholds

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the Project site are above or below State and federal CO standards. Because ambient CO levels are below the standards throughout the Basin, a project would be considered to have a significant CO impact if project emissions result in an exceedance of one or more of the 1-hour or 8-hour standards. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20 ppm
- California State 8-hour CO standard of 9 ppm

C. Localized Significance Thresholds

LST methodology is designed to determine the localized health impacts at the nearest receptor location in the vicinity of the Project. The South Coast AQMD adopted LSTs that show whether a project would cause or contribute to localized air quality impacts and thereby cause or contribute to potential localized adverse health effects. On-site operational emissions would occur from stationary and mobile sources. On-site vehicle emissions are the largest source of emissions, and the on-site travel routes for the proposed Project would be equivalent to driving over 5 acres of surface area. Therefore, the 5 acres thresholds would apply during project operations. Thus, the following emissions thresholds apply during project construction and operations:

- Construction LST (5 acres)
    - 270 pounds per day (lbs/day) of NO_X
    - 1,577 lbs/day of CO
    - 13 lbs/day of PM_{10}
    - 8 lbs/day of $PM_{2.5}$
- Operation LST (5 acres)
    - 270 lbs/day of NO_X

- 1,577 lbs/day of CO
- 4 lbs/day of PM_{10}
- 2 lbs/day of $PM_{2.5}$

D. Toxic Air Contaminant/Health Risk

For TACs, "substantial" is taken to mean that the individual health risk exceeds a threshold considered to be a prudent risk management level. The following limits for maximum individual cancer risk (MICR) and noncancer acute and chronic Hazard Index (HI) from project emissions of TACs are the appropriate thresholds in determining the health risk for projects in SCAB:

- **MICR**: MICR is the estimated probability of a maximum exposed individual (MEI) contracting cancer as a result of exposure to TACs over a period of 30 years for adults and 9 years for children in residential locations and over a period of 25 years for workers. The MICR calculations include multi-pathway consideration, when applicable.

The cumulative increase in MICR that is the sum of the calculated MICR values for all TACs would be considered significant if it would result in an increased MICR greater than 10 in 1 million (1.0 x 10-5) at any receptor location.

- **Chronic HI**: Chronic HI is the ratio of the estimated long-term level of exposure to a TAC for a potential MEI to its chronic reference exposure level. The chronic HI calculations include multi-pathway consideration, when applicable.

The project would be considered significant if the cumulative increase in total chronic HI for and target organ system would exceed 1.0 at any receptor location.

- **Acute HI**: Acute HI is the ratio of the estimated maximum 1-hour concentration of a TAC for a potential MEI to its acute reference exposure level.

The project would be considered significant if the cumulative increase in total acute HI for any target organ system would exceed 1.0 at any receptor location.

The South Coast AQMD CEQA Air Quality Handbook (1993) states that emissions of TACs are considered significant if a Project would result in an increased risk of greater than 10 in 1 million. Based on guidance from South Coast AQMD, the threshold of 10 in 1 million was used as the cancer risk threshold for the proposed Project.

4.2.6 IMPACT ANALYSIS

Threshold a: ***Would the Project conflict with or obstruct implementation of the applicable air quality plan?***

A. Plans, Policies, Programs (PPPs) and Project Design Features

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to air quality.

The following apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.2-1 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 403, "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving and stockpiling activities, grading, and equipment travel on unpaved roads.

PPP 4.2-2 The Project is required to comply with California Code of Regulations Title 13, Division 3, Chapter 1, Article 4.5, Section 2025, "Regulation to Reduce Emissions of Diesel Particulate Matter, Oxides of Nitrogen and Other Criteria Pollutants from In-Use Heavy-Duty Diesel-Fueled Vehicles" and California Code of Regulations Title 13, Division 3, Chapter 10, Article 1, Section 2485, "Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling."

PPP 4.2-3 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1113, "Architectural Coatings" and Rule 431.2, "Sulfur Content of Liquid Fuels." Adherence to Rule 1113 limits the release of volatile organic compounds (VOCs) into the atmosphere during painting and application of other surface coatings. Adherence to Rule 431.2 limits the release of sulfur dioxide (SO_2) into the atmosphere from the burning of fuel.

PPP 4.2-4 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 1186 "PM_{10} Emissions from Paved and Unpaved Roads and Livestock Operations" and Rule 1186.1, "Less-Polluting Street Sweepers." Adherence to Rule 1186 and Rule 1186.1 reduces the release of criteria pollutant emissions into the atmosphere during construction.

PPP 4.2-5 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

2. Project Design Features (PDFs):

The proposed Project is designed to include all applicable regulatory and therefore mandatory components associated with the proposed uses that pertain to the reduction of air pollutants. The Project does not include any specific project design features related to air quality other than those required by federal, State, and/or local regulations.

B. Impact Analysis

As noted above, in March 2017, the AQMD released the Final 2016 AQMP. The 2016 AQMP continues to evaluate current integrated strategies and control measures to meet the NAAQS and explores 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. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions, including the 2016 RTP/SCS, a planning document that supports the integration of land use and transportation to help the region meet the federal Clean Air Act requirements. The Project's consistency with the AQMP will be determined using the 2016 AQMP as discussed below.

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

- ***Consistency Criterion No. 1:*** *The project under consideration 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.*

1. Construction

The violations that Consistency Criterion No. 1 refers to are the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. As described under Threshold b, the Project's regional and localized construction-source emissions would exceed applicable regional significance threshold and LST thresholds. (Urban Crossroads, 2020a, p. 60)

2. Operation

As described under Threshold b, the Project would not exceed the applicable LSTs for operational activity. However, the regional operational-source emissions are anticipated to exceed the regional

thresholds of significance for NO_X. As such, the Project would have the potential to conflict with the AQMP according to this criterion. (Urban Crossroads, 2020a, p. 61)

On the basis of the preceding discussion, the Project is determined to be inconsistent with the first criterion.

- ***Consistency Criterion No. 2:*** *The Project will not exceed the assumptions in the AQMP based on the years of Project build-out phase.*

The 2016 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.

The 2016 AQMP growth data is based on SCAG's 2016 RTP/SCS. The SCAG region is diverse and large, and the types and classifications of land use used by one jurisdiction often differ from those used by another. The result is that there are many different land use types and classifications that SCAG must organize for its own analyses.

Given the number of square miles the SCAG region encompasses, SCAG developed a simplified series of Land Development Categories (LDCs) to represent the dominant themes taken from the region's many General Plans. This was developed in order to facilitate regional modeling of land use information from nearly 200 distinct jurisdictions. The LDCs employed in the RTP/SCS are not intended to represent detailed land use policies, but are used to describe the general conditions likely to occur within a specific area if recently emerging trends, such as transit-oriented development, were to continue in concert with the implementation of the 2016 RTP/SCS.

SCAG then classified the Place Types into three LDCs. The agency used these categories to describe the general conditions that exist and/or are likely to exist within a specific area. They reflect the varied conditions of buildings and roadways, transportation options, and the mix of housing and employment throughout the region. The three LDCs that SCAG used are:

1. **Urban:** These areas are often found within and directly adjacent to moderate and high-density urban centers. Nearly all urban growth in these areas would be considered infill or redevelopment. The majority of housing is multifamily and attached single-family (townhome), which tend to consume less water and energy than the larger types found in greater proportion in less urban locations. These areas are supported by high levels of regional and local transit service. They have well-connected street networks, and the mix and intensity of uses result in a highly walkable environment. These areas offer enhanced access and connectivity for people who choose not to drive or do not have access to a vehicle.

2. **Compact:** These areas are less dense than those in the Urban LDC, but they are highly walkable with a rich mix of retail, commercial, residential and civic uses. These areas are most likely to occur as new growth on the urban edge, or as large-scale redevelopment. They have a rich mix of housing, from multifamily and attached single-family (townhome) to small- and medium lot single-family homes. These areas are well served by regional and local transit service, but they may not benefit from as much service as urban growth areas and are less likely to occur around major multimodal hubs. Streets in these areas are well connected and walkable, and destinations such as schools, shopping and entertainment areas can typically be reached by walking, biking, taking transit, or with a short auto trip.

3. **Standard:** These areas comprise the majority of separate-use, auto-oriented developments that have characterized the American suburban landscape for decades. Densities in these areas tend to be lower than those in the Compact LDC, and they are generally not highly mixed. Medium- and larger-lot single-family homes comprise the majority of this development form. Standard areas are not typically well served by regional transit service, and most trips are made by automobile.

According to Exhibit 29, *Forecasted Regional Development Types by Land Development Categories (2012)-Western Riverside County*, the City of Jurupa Valley is classified as being within the Standard LDC.

The Project would amend the General Plan to extend the boundary of the Agua Mansa Warehouse and Distribution Center Overlay over the Project site to allow for logistics uses on site. The General Plan Amendment would also amend the Land Use designation from "Light Industrial (LI)" to "Heavy Industrial (HI)" to be consistent with the sites underlying zoning designation M-M. This amendment does not represent a change to the Standard LDC used by SCAG in preparing the 2016 AQMP. As such, the Project is consistent with the growth projections in City of Jurupa Valley General Plan and is considered to be consistent with the 2016 AQMP. Additionally, 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. Therefore, the Project is determined to be consistent with the second criterion.

Conclusion

Based on the AQMP consistency analysis presented herein, the Project's operational emissions for NOx would exceed South Coast AQMD emissions thresholds and therefore conflict with the Consistency Criterion No. 1 of the AQMP. Impacts would be potentially significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.2-1 Legible, durable, weather-proof signs shall be placed at truck access gates, loading docks, and truck parking areas that identify applicable CARB anti-idling regulations. At a minimum, each sign shall include: 1) instructions for truck drivers to shut off engines when not in use; 2) instructions for drivers of diesel trucks to restrict idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged; and 3) telephone numbers of the building facilities manager and the CARB to report violations. Prior to the issuance of an occupancy permit, the City shall conduct a site inspection to ensure that the signs are in place.

MM 4.2-2 Prior to the issuance of an occupancy permit, the Project Applicant or successor in interest shall provide documentation to the City demonstrating that occupants/tenants of the Project site have been provided documentation on funding opportunities, such as the Carl Moyer Program, that provide incentives for using cleaner-than-required engines and equipment.

MM 4.2-3 Prior to the issuance of a building permit, final Project designs shall provide for installation of conduit in tractor trailer parking areas for the purpose of accommodating potential installation of EV truck charging stations.

MM 4.2-4 Indoor material handling equipment used throughout the project area would be electric and would not be diesel-powered. Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Jurupa Valley Planning Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement to use electric-powered equipment for daily operations, to the maximum extent feasible. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. During operation, the building tenant and/or building owner shall maintain a list of all off-road equipment used onsite. The equipment list shall state the makes, models, and numbers. These records shall be made available to the City of Jurupa Valley upon request.

MM 4.2-5 Only electric-powered off-road equipment (e.g., yard trucks, hostlers, yard goats, pallet jacks, forklifts, and other on-site equipment) shall be utilized onsite for daily warehouse and business operations, to the maximum extent feasible. Prior to issuance of an Occupancy Permit for a new tenant/business entity, the project developer/facility owner and tenant/business entity shall provide to the City of Jurupa Valley Planning Department a signed document (verification document) noting that the project development/facility owner has disclosed to the tenant/business entity the requirement

to use electric-powered equipment for daily operations, to the maximum extent feasible. This verification document shall be signed by authorized agents for the project developer/facility owner and tenant/business entities. During operation, the building tenant and/or building owner shall maintain a list of all off-road equipment used onsite. The equipment list shall state the makes, models, and numbers. These records shall be made available to the City of Jurupa Valley upon request.

E. Significance After Mitigation

For regional emissions, the Project has the potential to exceed the numerical thresholds of significance established by the South Coast AQMD for emissions of NO_X. It is important to note that the over 92% of the Project's NO_X emissions are derived from vehicle usage.

The Project proposes several design features such as installing conduit in the parking field for the future installation of truck electric charging stations when commercially available, constructing solar ready buildings, and improving sidewalks for external and internal pedestrian access. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_X emissions would be reduced to less than significant levels.

In addition, the Project will be subject to the South Coast AQMD's Warehouse Indirect Source Rule 2305 and Rule 316, which are programs focused on reducing emissions from vehicles that service large warehouses. Potential emission reductions from this program may further reduce the Project's estimated emissions.

Because the Project Applicant does not have regulatory authority to control tailpipe emissions, no feasible mitigation measures exist that would reduce NO_X emissions to levels that are less than significant. It is important to note that 92% of the Project's NO_X emissions are derived from vehicle usage. Because there exists no regulatory authority for the project owner to enforce such emissions and any additional mitigation measures attempting to do so would be unenforceable and/or not practical. As such, impacts are considered significant and unavoidable.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to air quality.

PPP 4.2-1 through PPP 4.2-5 (listed under Threshold a) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to the reduction of air pollutants. The Project does not include any specific project design features related to air quality other than those required by federal, State, and/or local regulations.

B. Impact Analysis

1. Construction Emissions Impact Analysis

Construction activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction related emissions are expected from the following construction activities: Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions". Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The Project is anticipated to require 847,456 cubic yards (CY) of cut and 801,991 CY of fill, resulting in 45,465 CY of export. (Urban Crossroads, 2020a, p. 40)

Table 4.2-16, *Overall Construction Emissions Summary*, shows the Project's estimated maximum daily construction emissions. As previously stated, all construction projects in the SCAB are subject to South Coast AQMD rules and regulations in effect at the time of construction, including Rule 403 described above. The construction emissions accounted for the quantifiable PM-reducing requirements of South Coast AQMD Rule 403. As shown in Table 4.2-16, the Project's regional daily construction emissions of criteria pollutants would not exceed their respective South Coast AQMD thresholds and impacts would be less than significant.

Table 4.2-16 Overall Construction Emissions Summary

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2021	5.42	61.02	33.07	0.09	14.03	6.81
2022	41.46	60.77	99.83	0.33	25.52	8.09
2023	41.96	61.18	108.23	0.35	25.83	8.26
Winter						
2021	5.41	61.26	32.92	0.09	14.03	6.81
2022	40.76	62.26	86.66	0.32	25.52	8.10
2023	41.50	62.48	96.08	0.33	25.83	8.26
Maximum Daily Emissions	**41.96**	**62.48**	**108.23**	**0.35**	**25.83**	**8.26**
South Coast AQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: (Urban Crossroads, 2021a,Table 1)

2. Operational Emissions Impact Analysis

Operational activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational related emissions are expected from the following primary sources: Area Source Emissions; Energy Source Emissions; Mobile Source Emissions; On-Site Cargo Handling Equipment Emissions. (Urban Crossroads, 2020a, p. 43)

Area source emissions can result from architectural coatings which, over a period of time, will require maintenance and will therefore produce emissions resulting from the evaporation of solvents contained in paints, varnishes, primers, and other surface coatings. Area source emissions also include consumer products, such as detergents, cleaning compounds, polishes, personal care products, and lawn and garden products. Many of these products contain organic compounds which when released in the atmosphere can react to form ozone and other photochemically reactive pollutants. Landscaping maintenance equipment would generate emissions from fuel combustion and evaporation of unburned fuel. Equipment in this category would include lawnmowers, shedders/grinders, blowers, trimmers, chain saws, and hedge trimmers used to maintain the landscaping of the Project. (Urban Crossroads, 2020a, pp. 42-43)

Energy source emissions are emitted through the generation of electricity and consumption of natural gas. CalEEMod calculates criteria pollutants from generation of electricity and natural gas associated with a building. It should be noted that when electricity is used in buildings, the electricity generation typically takes place offsite (i.e. power plants). Because power plants are existing stationary sources, criteria pollutant emissions are generally associated with the power plants and not the individual buildings or electricity users. Since electricity will be provided to the Project by Southern California Edison, Project-related electricity generation is considered to take place offsite and therefore criteria pollutant emissions are not included. (Urban Crossroads, 2020a, p. 43)

Project mobile source air quality impacts are dependent on both overall daily vehicle trip generation and the effect of the Project on peak hour traffic volumes and traffic operations in the vicinity of the Project. The Project related operational air quality impacts derive primarily from vehicle trips generated by the Project. Per the Traffic Impact Assessment (TIA) prepared by Urban Crossroads, Inc. the Project is expected to generate a total of approximately 2,874 two-way vehicular trips per day (1,437 inbound and 1,437 outbound) which includes 516 two-way truck trips per day (258 inbound and 258 outbound).

It is common for industrial buildings to require cargo handling equipment to move empty containers and empty chassis to and from the various pieces of cargo handling equipment that receive and distribute containers. The most common type of cargo handling equipment is the yard truck which is designed for moving cargo containers. Yard trucks are also known as yard goats, utility tractors (UTRs), hustlers, yard hostlers, and yard tractors. The cargo handling equipment is assumed to have a horsepower (hp) range of approximately 175 hp to 200 hp. Based on the latest available information from South Coast AQMD, high-cube warehouse projects typically have 3.6-yard trucks per million sf of building space. For this particular Project, based on the maximum square footage of each building space, on-site modeled operational equipment includes up to six 200 hp, compressed natural gas or gasoline-powered yard tractors operating at 4 hours a day for 365 days of the year (5-yard tractors for Building 1- and 1-yard tractor for Building 2). (Urban Crossroads, 2020a, p. 47)

Operational-source emissions are summarized on Table 4.2-17, *Project Operational Emissions*. As indicated in Table 4.2-17, the Project would exceed regional thresholds of significance established by the South Coast AQMD for emissions of NOx. It is important to note that 92% of the Project's NOx emissions are derived from vehicle usage.

Table 4.2-17 Project Operational Emissions

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source	30.04	0.004	0.47	0.00003	0.00167	0.00167
Energy Source	0.11	1.01	0.85	0.01	0.08	0.08
Mobile Source (Passenger Cars)	4.32	4.02	64.39	0.19	21.05	5.64
Mobile Source (Trucks)	1.60	82.69	18.84	0.50	19.28	6.08
On-Site Equipment Source	0.66	6.22	4.50	0.02	0.23	0.21
Maximum Daily Emissions	**36.73**	**93.94**	**89.04**	**0.72**	**40.64**	**12.01**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	30.04	0.004	0.47	0.00003	0.00167	0.00167
Energy Source	0.11	1.01	0.85	0.01	0.08	0.08
Mobile Source (Passenger Cars)	3.50	4.17	53.34	0.17	21.05	5.64
Mobile Source (Trucks)	1.53	87.29	19.03	0.50	19.28	5.64
On-Site Equipment Source	0.66	6.22	4.50	0.02	0.23	0.21
Maximum Daily Emissions	**35.83**	**98.69**	**78.18**	**0.70**	**40.64**	**12.01**
South Coast AQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**YES**	**NO**	**NO**	**NO**	**NO**

Source: (Urban Crossroads, 2021a,Table 2)

As indicated above, the Project would exceed the South Coast AQMD regional threshold for NO_X. Accordingly, operational impacts would result in a considerable net increase of a criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard and would therefore be significant.

C. Significance Before Mitigation

Potentially significant impacts would occur associated with NO_x emissions during long-term operation of the Project.

D. Mitigation Measures

Mitigation Measures MM 5.2-1 through 5.2-6 are designed to reduce the operational NO_X emissions but will not be sufficient enough to reduce the NO_X emissions to less than the significant impacts. No feasible mitigation measures exist that would reduce the Project's NO_X emissions to levels that are less than significant.

E. Significance After Mitigation

Short-term construction impacts would be less than significant. Although mitigation is not needed to reduce estimated maximum daily construction regional emissions, MM 4.2-6 would be required to decrease localized emissions (see Threshold c, below). Implementation of this localized emissions MM would further reduce already less-than-significant regional emissions.

Long-term operational impacts would be significant and unavoidable.

Threshold c: Would the Project expose sensitive receptors to substantial pollutant concentrations?

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to air quality.

PPP 4.2-1 through PPP 4.2-5 (listed under threshold a)) apply to the Project and would reduce impacts relating to air quality. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs):

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to the reduction of air pollutants. The Project does not include any specific project design features related to air quality other than those required by federal, State, and/or local regulations.

B. Impact Analysis

1. Construction Localized Emissions Impact Analysis

Table 4.2-18, *Localized Construction Emissions*, identifies the localized construction impacts at the nearest receptor location in the vicinity of the Project. As shown, Project-related construction emissions would not exceed the South Coast AQMD LST for NOx, CO, or $PM_{2.5}$ at the nearest sensitive receptor; however, it would exceed the LST threshold for PM_{10}. Accordingly, construction of the Project would result in the exposure of sensitive receptors to substantial pollutant concentrations.

Table 4.2-18 Localized Construction Emissions

Construction Activity	NO_X (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Site Preparation				
Maximum Daily Emissions	**31.44**	**21.57**	**1.74**	**1.47**
South Coast AQMD Localized Threshold	270	1,577	13	8
Exceeds Threshold?	**No**	**No**	**Yes**	**No**
Grading				
Maximum Daily Emissions	**56.54**	**31.23**	**12.92**	**4.29**
South Coast AQMD Localized Threshold	270	1,577	13	8
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: (Urban Crossroads, 2021a,Table 3)

Individual Exposure Scenario

As described in the Construction HRA (*Technical Appendix D)*, the residential land use with the greatest potential exposure to Project DPM source emissions is Location R4 (see Figure 4.2-1, *Modeled Receptor Locations)*, which represents the existing residence on the north side of Avalon Street, approximately 41 feet from the Project site. It should be noted that the office for California Construction & Roofing is also at this location. At the maximally exposed individual receptor (MEIR), the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 8.81 in one million, which is less than the South Coast Air Quality Management District's (South Coast AQMD's) significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.008, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences. (Urban Crossroads, 2020c, p. 9)

Worker Exposure Scenario

As described in the Construction HRA (*Technical Appendix D)*, the worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R1, which represents R & S Madrigal Grading Construction located at 2181 Van Dell Road, approximately 231 feet north of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.14 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.006, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers. (Urban Crossroads, 2020c, p. 9)



Figure 4.2-1

NOT TO SCALE
Feet
NORTH

SENSITIVE RECEPTOR LOCATIONS

2. Operation Localized Emissions Impact Analysis

Criteria Pollutant Emissions

Table 4.2-19, *Project Localized Operational Emissions*, identifies the localized operational impacts at the nearest receptor location in the vicinity of the Project. As shown, Project-related operational emissions would not exceed South Coast AQMD's LST for NOx, CO, PM_{10}, or $PM_{2.5}$ at the nearest sensitive receptor. Accordingly, operation of the Project would not result in the exposure of any sensitive receptors to substantial pollutant concentrations. Therefore, localized emissions from Project operation would result in less than significant impacts with respect to Threshold c.

Table 4.2-19 Project Localized Operational Emissions

Operational Activity	NO_X (lbs/day)	CO (lbs/day)	PM_{10} (lbs/day)	$PM_{2.5}$ (lbs/day)
Maximum Daily Emissions	**11.80**	**9.97**	**2.32**	**0.87**
South Coast AQMD Localized Threshold	270	1,577	4	2
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: (Urban Crossroads, 2021a,Table 4)

CO Hot Spot Impact Analysis

An adverse CO concentration, known as a "hot spot", would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO. Based on the South Coast AQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak CO concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of traffic volumes and congestion at a particular intersection. Similar considerations are also employed by other Air Districts when evaluating potential CO concentration impacts. More specifically, the Bay Area Air Quality Management District (BAAQMD) concludes that under existing and future vehicle emission rates, a given project would have to increase traffic volumes at a single intersection by more than 44,000 vehicles per hour (vph) —or 24,000 vph where vertical and/or horizontal air does not mix—in order to generate a significant CO impact. (Urban Crossroads, 2020a, p. 56)

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. (Urban Crossroads, 2020a, p. 56)

The highest trips on a segment of road for the proposed Project during AM and PM traffic is 5,404 vehicles per hour (vph) and 5,462 vph, respectively, on Cedar Avenue and I-10 Westbound Ramps. As such, Project-related traffic volumes are less than the traffic volumes identified in the 2003 AQMP.

The Project considered herein would not produce the volume of traffic required to generate a CO "hot spot" either in the context of the 2003 Los Angeles hot spot study or based on representative BAAQMD CO threshold considerations. Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. (Urban Crossroads, 2020a, p. 58)

3. Toxic Air Contaminant Impact Analysis

Potential mobile source health risk impacts to sensitive receptors (residents) and adjacent workers associated with the development of the Project were evaluated. More specifically, health risk impacts as a result of exposure to DPM as a result of heavy-duty diesel trucks accessing the site. The results of the HRA of lifetime cancer risk from Project-generated DPM emissions are provided in Table 4.2-20, *Summary of Cancer and Non-Cancer Risks*.

Table 4.2-20 Summary of Cancer and Non-Cancer Risks

Time Period	Location	Maximum Lifetime Cancer Risk (Risk per Million)	Significance Threshold (Risk per Million)	Exceeds Significance Threshold
30 Year Exposure	Maximum Exposed Sensitive Receptor	0.84	10	NO
25 Year Exposure	Maximum Exposed Worker Receptor	0.04	10	NO
Time Period	**Location**	**Maximum Hazard Index**	**Significance Threshold**	**Exceeds Significance Threshold**
Annual Average	Maximum Exposed Sensitive Receptor	0.0003	1.0	NO
Annual Average	Maximum Exposed Worker Receptor	0.0002	1.0	NO

(Urban Crossroads, 2020b, Table ES-1)

Residential Exposure Scenario

The residential land use with the greatest potential exposure to Project DPM source emissions is Location R4, which represents the existing residence on the north side of Avalon Street, approximately 41 feet from the Project site. It should be noted that the office for California Construction & Roofing is also at this location. At the MEIR, the maximum incremental cancer risk attributable to Project DPM source emissions is estimated at 0.84 in one million, which is less than the South Coast Air Quality Management District's (South Coast AQMD's) significance threshold of 10 in one million. At this same location, non-cancer risks were estimated to be 0.0003, which would not exceed the applicable significance threshold of 1.0. Because all other modeled residential receptors are exposed to lesser concentrations and are located at a greater distance than the MEIR analyzed herein, and DPM generally dissipates with distance from the source, all other residential receptors in the vicinity of the Project site

would be exposed to less emissions and therefore less risk than the MEIR identified herein. As such, the Project will not cause a significant human health or cancer risk to nearby residences.

Worker Exposure Scenario

The worker receptor land use with the greatest potential exposure to Project DPM source emissions is Location R1, which represents R & S Madrigal Grading Construction located at 2181 Van Dell Road, approximately 231 feet north of the Project site. At the MEIW, the maximum incremental cancer risk impact is 0.04 in one million which is less than the South Coast AQMD's threshold of 10 in one million. Maximum non-cancer risks at this same location were estimated to be 0.0002, which would not exceed the applicable significance threshold of 1.0. Because all other modeled worker receptors are located at a greater distance than the MEIW analyze herein, and DPM dissipates with distance from the source, all other worker receptors in the vicinity of the Project would be exposed to less emissions and therefore less risk than the MEIW identified herein. As such, the Project will not cause a significant human health or cancer risk to adjacent workers.

School Child Exposure Scenario

There are no schools located within a ¼ mile of the Project site. The nearest school, Mission Middle School, is over 4,000 feet southwest of the Project site. As such, there would be no significant impacts that would occur to any schools in the vicinity of the Project. Proximity to sources of toxics is critical to determining the impact. In traffic-related studies, proximity was also shown to present a non-cancer health risk which is strongest within 300 ft but is observed within 1,000 ft. California freeway studies show about a 70-percent drop-off in particulate pollution levels at 500 feet. Based on CARB and South Coast AQMD emissions and modeling analyses, an 80-percent drop-off in pollutant concentrations is expected at approximately 1,000 feet from a distribution center. As such, the Project will not cause a significant human health or cancer risk to nearby school children.

4. Friant Ranch

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, the California Supreme Court held that an EIR's air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. As noted in the Brief of Amicus Curiae by the South Coast AQMD in the Friant Ranch case (April 6, 2015, Appendix 3.7) (Brief), South Coast AQMD has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes.

The South Coast AQMD discusses that it may be infeasible to quantify health risks caused by projects similar to the proposed Project, due to many factors. It is necessary to have data regarding the sources and types of air toxic contaminants, location of emission points, velocity of emissions, the meteorology and topography of the area, and the location of receptors (worker and residence). The Brief states that it may not be feasible to perform a health risk assessment for airborne toxics that will be emitted

by a generic industrial building that was built on "speculation" (i.e., without knowing the future tenant(s)). Even where a health risk assessment can be prepared, however, the resulting maximum health risk value is only a calculation of risk--it does not necessarily mean anyone will contract cancer as a result of the Project. The Brief also cites the author of the CARB methodology, which reported that a $PM_{2.5}$ methodology is not suited for small projects and may yield unreliable results. Similarly, South Coast AQMD staff does not currently know of a way to accurately quantify O_3-related health impacts caused by NO_X or VOC emissions from relatively small projects, due to photochemistry and regional model limitations. The Brief concludes, with respect to the Friant Ranch EIR, that although it may have been technically possible to plug the data into a methodology, the results would not have been reliable or meaningful.

On the other hand, for extremely large regional projects (unlike the proposed Project; the Friant Ranch project was a 952-acre master-planned community.), the South Coast AQMD states that it has been able to correlate potential health outcomes for very large emissions sources – as part of their rulemaking activity, specifically 6,620 lbs/day of NO_X and 89,180 lbs/day of VOC were expected to result in approximately 20 premature deaths per year and 89,947 school absences due to O_3.

The Project does not generate anywhere near 6,620 lbs/day of NO_X or 89,190 lbs/day of VOC emissions. The proposed Project would generate 78.43 lbs/day of NO_X during construction and 97.60 lbs/day of NO_X during operations (1.18% and 1.47% of 6,620 lbs/day, respectively). The Project would also generate 42.22 lbs/day of VOC emissions during construction and 37.35 lbs/day of VOC emissions during operations (0.05% and 0.04% of 89,190 lbs/day, respectively). Therefore, the proposed Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level.

Notwithstanding, the Project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ was evaluated by comparing the Project's on-site emissions to the South Coast AQMD's applicable LST thresholds. The Project operations would not result in emissions that exceed the South Coast AQMD's LSTs. Therefore, the proposed Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. Therefore, the Project's emissions would not create adverse health impacts to adjacent sensitive receptors or to residents in the larger air basin.

C. Significance Before Mitigation

Significant impacts would occur with respect to construction emissions exceeding the South Coast AQMD LST for PM_{10}.

D. Mitigation Measures

MM 4.2-6 Prior to the issuance of a grading permit, the following note shall be placed on the grading plan: "All actively graded (disturbed) areas within the Project site during site preparation and grading activities shall be watered at 2.1-hour watering intervals (e.g.,

4 times per day) or a movable sprinkler system shall be in place to ensure minimum soil moisture of 12% in maintained for actively graded areas. Moisture content can be verified with use of a moisture probe by the grading contractor."

E. Significance After Mitigation

After implementation of MM 4.2-6, localized construction emissions would not exceed the applicable South Coast AQMD LSTs for emissions of any criteria pollutant. With mitigation, the Project would emit 10.10 lbs/day of PM_{10} and would therefore not exceed South Coast AQMD threshold of 13 lbs/day. Accordingly, impacts after mitigation would be less than significant.

Threshold d: ***Would the Project result in other emissions (such as those leading to odors adversely affecting a substantial number of people?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to air quality.

PPP 4.2-7 The Project is required to comply with the provisions of South Coast Air Quality Management District Rule 402 "Nuisance." Adherence to Rule 402 reduces the release of odorous emissions into the atmosphere.

2. Project Design Features (PDFs):

The proposed Project is designed to include all applicable regulatory components associated with the proposed uses that pertain to the reduction of air pollutants. The Project does not include any specific project design features related to air quality other than those required by federal, State, and/or local regulations.

B. Impact Analysis

1. Construction

The potential for the Project to generate objectionable odors has also been considered. Land uses generally associated with odor complaints include: Agricultural uses; Wastewater treatment plants; Food processing plants; Chemical plants; Composting operations; Refineries; Landfills; and Dairies. The Project does not contain land uses typically associated with emitting objectionable odors. Potential odor sources associated with the proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the proposed Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. 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 are thus considered less than significant.

2. Operation

Land uses generally associated with odor complaints include agricultural uses (livestock and farming); wastewater treatment plants; food processing plants; chemical plants; composting operations; refineries; landfills; dairies; and fiberglass molding facilities. The Project consists of industrial uses, similar in nature to the existing surrounding uses, and would not include land uses typically associated with emitting objectionable odors. Additionally, trash associated with the proposed Project's long-term operational use could be a potential source of odor; however, Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the City's solid waste regulations, thereby precluding any significant odor impact. Furthermore, the proposed Project would also be required to comply with South Coast AQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with Project operation would be less than significant and no mitigation is required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation required.

E. Significance After Mitigation

Less than significant.

4.2.7 CUMULATIVE IMPACT ANALYSIS

The geographic area for this analysis is the South Coast Air Basin. The Project area is designated as an extreme non-attainment area for ozone, and a non-attainment area for PM_{10}, $PM_{2.5}$, and lead. The Project would contribute criteria pollutants to the area during construction of the Project. Several individual projects in the area may be under construction simultaneously with the proposed Project. Depending on construction schedules and actual implementation of projects in the area, generation of fugitive dust and pollutant emissions during construction could result in substantial short-term increases in air pollutants; however, each project would be required to comply with South Coast AQMD's standard construction measures. The proposed Project's short-term construction emissions would not exceed the significance thresholds. Therefore, it would not have a significant short-term cumulative air quality impact.

The Project would not be consistent with South Coast AQMD's 2016 AQMP because the Project's long-term operational NO_x emissions would exceed the applicable South Coast AQMD regional thresholds. Because the South Coast AQMD considers all impacts that are significant and direct to also be cumulatively considerable, the Project's potential to conflict with the 2016 AQMP is a cumulatively considerable impact. For operational air quality emissions, any project that does not exceed or can be mitigated to less than the daily regional threshold values is not considered by South Coast AQMD to be a substantial source of air pollution and does not add significantly to a cumulative impact. Operation of the Project after incorporation of mitigation measures would still result in emissions in excess of the South Coast AQMD regional emissions thresholds for NOX. Therefore, the air pollutant emissions associated with the Project would be cumulatively considerable and, therefore, significant and unavoidable.

The Project proposes several design features such as 14 compact parking spaces, handicap access stalls, temporary bicycle storage, improved sidewalks for external and internal pedestrian access. Although these measures will help reduce the number of vehicle trips generated by the Project, vehicle trips will not be reduced to the extent that NO_x emissions would be reduced to less than significant levels. It is important to note that 92% of the Project's NOX emissions are derived from vehicle usage. While the reduction of NOX emissions is theoretically possible, there exists no regulatory authority for the enforcement of such emissions and any additional mitigation measures attempting to do so would be unenforceable and/or not practical. Since the Project does not have regulatory authority to control tailpipe emissions from automobile and truck vehicle trips, no feasible mitigation measures exist that would reduce NO_x emissions to levels that are less than significant. Impacts are significant and unavoidable.

Construction and operation of the Project would not emit airborne TACs at concentrations that would pose a significant health risk (including acute and carcinogenic health risks) to nearby sensitive receptors. Accordingly, long-term operation of the Project would not expose nearby sensitive receptors to substantial localized pollutant concentrations, and a cumulatively considerable impact would not occur.

The Project does not involve any uses that would produce substantial amounts of odors. Mandatory compliance with applicable regulatory requirements (i.e. South Coast AQMD Rule 1401 and Rule 402) would ensure that operational-related odors would be minimized. Construction-related odors would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and are thus considered less than cumulatively-considerable. The Project and cumulative developments in the surrounding areas would be required to comply with South Coast AQMD Rule 402, which would ensure that long-term operational odor impacts are less than cumulatively-considerable.

4.3 BIOLOGICAL RESOURCES

The following analysis is based on information obtained from the *Biological Resources Technical Resource Report* prepared for the Project by Cadre Environmental (Cadre), dated July 2021 (Cadre, 2021) (*Technical Appendix F* to this EIR); the *Jurisdictional Delineation* prepared for the Project by Glenn Lukos Associates in August 3, 2020 (Glenn Lukos Associates, 2020) (*Technical Appendix G* to this EIR); the City of Jurupa Valley General Plan; and Google Earth Pro. All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.3.1 ENVIRONMENTAL SETTING

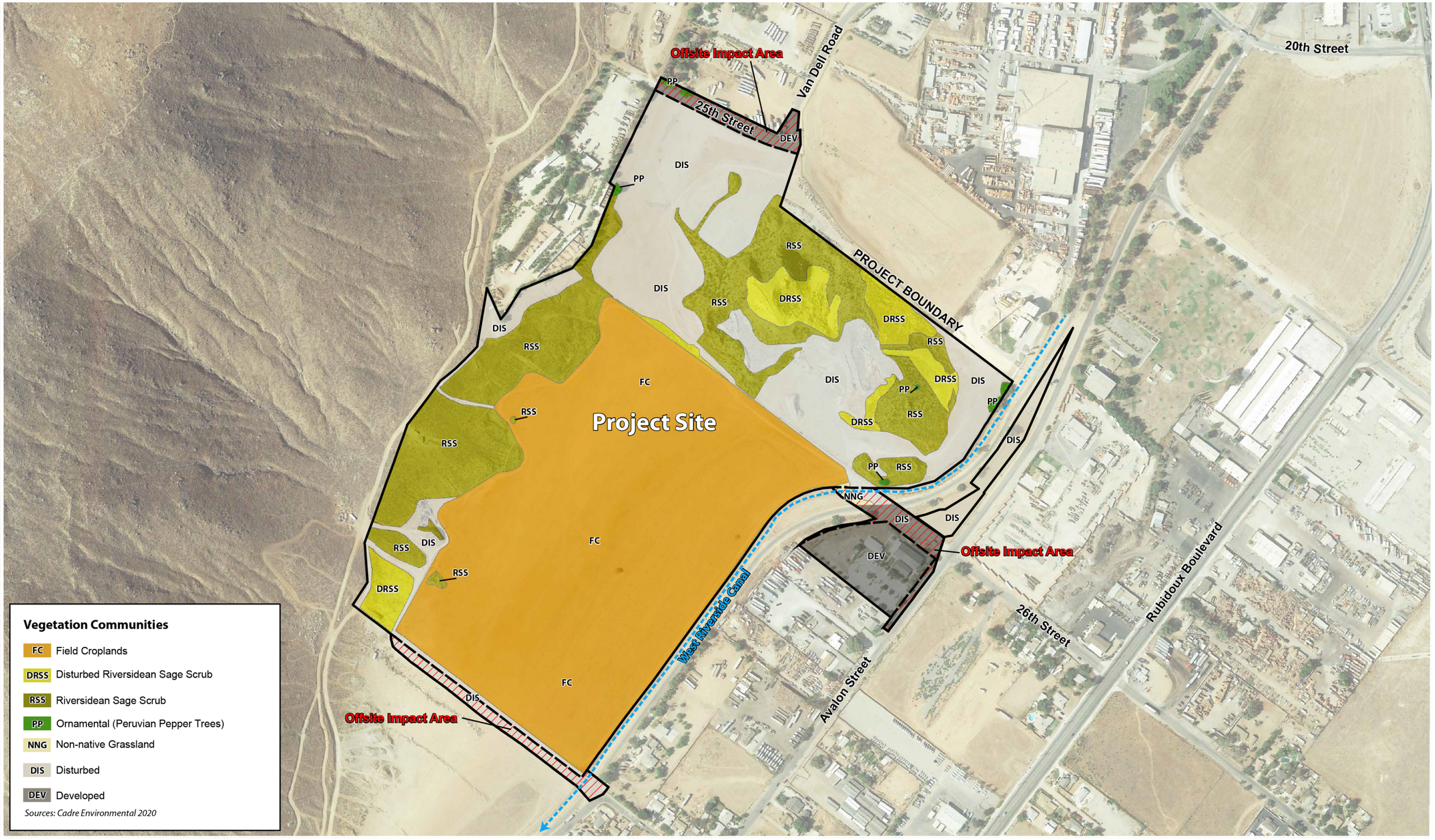
The existing conditions in this subsection reflect those that were observed during the field studies conducted by Cadre on: January 15th, March 2nd, April 16th, May 6th and 27th, 2020. The majority of the southeastern region of the Project is flat fallow field croplands with the northeastern region characterized as disturbed as a result of historic surface mining activities. Riversidean sage scrub has reestablished within portions of the previously mined areas and occurs naturally within the southwestern region. The Project site also contains ornamental trees, non-native grassland, disturbed, and developed areas. The Project site is not located within a Riverside County Multiple Species Habitat Conservation Program (MSHCP) criteria area cell, group, or linkage area. (Cadre, 2021)

A. Vegetation

As presented in Figure 4.3-1, *Vegetation Communities Map*, the majority of the Project Site is characterized as fallow field croplands which appear to be disked annually. This vegetation community is reemerging as ruderal vegetation with dominant species including stinknet (*Oncosiphon piluliferum*), castor bean (*Ricinus communis*), common fiddleneck (*Amsinckia menziesii*), cheeseweed (*Malva parviflora*), burclover (*Medicago polymorpha*), black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), common knotweed (*Polygonum arenastrum*), annual sunflower (*Helianthus annuus*), and horehound (*Marrubium vulgare*).

1. Narrow Endemic Plant Species

The Project site occurs within a predetermined MSHCP Narrow Endemic Plant Survey Area (NESPA) for three species, which requires habitat assessments for known endemic plant species that may be impacted by a project. Endemic plant species of concern for the Project site include San Diego ambrosia, San Miguel savory, and Brand's phacelia. Each species is discussed further below. (Cadre, 2021, p. 6)



Source(s) CADRE (01-2021)

NOT TO SCALE

NORTH

Figure 4.3-1

VEGETATION COMMUNITIES MAP

San Diego Ambrosia

San Diego Ambrosia is designated as a Group 3 species in the Riverside County MSHCP, a federally listed endangered species, and a California Native Plant Society (CNPS) List 1B species. Suitable habitat for San Diego Ambrosia includes open floodplain terraces or in the watershed margins of vernal pools. This species occurs in a variety of associations dominated by sparse, non-native grasslands or ruderal habitats in association with river terraces, vernal pools, and alkali playas. San Diego Ambrosia generally occurs at less than 1,600 feet above mean sea level (amsl) in the Riverside population and less than 600 feet amsl San Diego County. San Diego Ambrosia is distributed from western Riverside County and western San Diego County, south in widely scattered populations along the west coast of Baja California, Mexico to the vicinity of Cabo Colonet. Known populations in Riverside County include Skunk Hollow, Lake Street, and Nichols Road.

San Miguel Savory

San Miguel Savory is designated as a Group 3 species in the Riverside County MSHCP, a CNPS List 4 species, and a Forest Service Sensitive Species. Suitable habitat for San Miguel Savory includes rocky, gabbroic, and metavolcanic substrates in coastal sage scrub, chaparral, cismontane woodland, riparian woodland, and valley and foothill grasslands between approximately 360 and 3,015 feet amsl. San Miguel Savory occurs in Orange, Riverside, San Diego, and Baja California, Mexico. No core locations of San Miguel Savory have been identified within the MSCHP Conservation Area; however, 12 occurrences are known from the Santa Rosa Plateau and Santa Ana Mountains.

Brand's Phacelia

Brand's phacelia is designated as a Group 3 species in the Riverside County MSHCP and a CNPS List 1B species. Suitable habitat for Brand's phacelia includes coastal dunes and /or coastal scrub in sandy openings, sandy benches, dunes, sandy washes, or flood plains of rivers and is restricted to clay soils at elevations between 0 and 1,200 feet amsl. Brand's phacelia historically occurred from Los Angeles, Riverside, and San Diego counties and northern Baja California, Mexico. Within western Riverside County, Brand's phacelia is restricted to sandy beaches along the Santa Ana River. This species is considered extremely rare as there is only one known extant occurrence in Riverside County, specifically in the Riverside West quad (086B) 3311784, and this species is known from fewer than five occurrences in Southern California.

B. Wildlife

General wildlife species documented on site include red-tailed hawk (*Buteo jamaicensis*), turkey vulture (*Cathartes aura*), white-throated swift (*Aeronautes saxatalis*), cliff swallow (*Petrochelidon pyrrhonota*), Anna's hummingbird (*Calypte anna*), mourning dove (*Zenaida macroura*), black phoebe (*Sayornis nigricans*), Say's phoebe (*Sayornis saya*), American crow (*Corvus brachyrhynchos*), bushtit (*Psaltriparus minimus*), wrentit (*Chamaea fasciata*), California towhee (*Pipilo crissalis*), white crowned sparrow (*Zonotrichia leucophrys*), western meadowlark (*Sturnella neglecta*), lesser goldfinch (*Spinus psaltria*), house finch (*Haemorhous mexicanus*), desert cottontail rabbit (*Sylvilagus audubonii*), San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) coyote (*Canis latrans*), California ground squirrel, and coachwhip (*Masticophis flagellum*). (Cadre, 2021, p. 17)

1. MSHCP Planning Species Documented on or Adjacent to the Project Site

As shown on Figure 4.3-2, *Sensitive Floral and Faunal Species Observation Map,* Incidental MSHCP covered species documented during the habitat assessment and/or focused survey efforts include:

- Loggerhead shrike (*Lanius ludovicianus*) CDFW Species of Special Concern "SSC,"
- San Diego black-tailed jackrabbit (*Lepus californicus bennettii*) CDFW SSC, and
- California horned lark (*Eremophila alpestris actia)* CDFW Watch List,.

The MSHCP has determined that all of these sensitive species documented within Project site have been adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). (Cadre, 2021, p. 30)

2. MSHCP and Sensitive Species That May Occur On-site Based on Presence of Suitable Habitat

The Biological Report (*Technical Appendix F* of this EIR) provides a list of MSHCP species that have the potential to occur onsite based on the presence of suitable habitat. All sensitive species that can be excluded from occurring onsite are listed on Table 4 of the Biological Report (*Technical Appendix F*). Sensitive wildlife species with the potential to occur onsite are shown in Table 4.3-1, *Sensitive Wildlife Species with the Potential to Occur On-site*.

Table 4.3-1 Sensitive Wildlife Species with the Potential to Occur On-site

Species Name (*Scientific Name*) **Status**	**Habitat Description**	**Comments**
REPTILES		
Orange-throated whiptail (*Aspidoscelis hyperythra*) CWL MSHCP Covered Species	The orange-throated whiptail occurs primarily in a wide variety of habitats but is more closely tied to coastal sage scrub and chaparral habitats with less than 90 percent vegetative cover.	Potential to occur onsite within and adjacent to the Riversidean sage scrub habitat types.
Coastal western whiptail (*Aspidoscelis tigris stejnegeri*) SSC MSHCP Covered Species	The coastal western whiptail occurs in a wide variety of habitats including coastal sage.	Potential to occur onsite within and adjacent to the Riversidean sage scrub habitat types.
Red-diamond rattlesnake (*Crotalus ruber*) SSC MSHCP Covered Species	The red-diamond rattlesnake is often found in areas with dense vegetation especially chaparral and sage scrub up to 1,520 meters in elevation.	Potential to occur onsite within and adjacent to the Riversidean sage scrub habitat types.

Species Name (*Scientific Name*) Status	Habitat Description	Comments
Coast horned lizard (*Phrynosoma blainvillii*) SSC MSHCP Covered Species	The horned lizard occurs primarily in scrub, chaparral, and grassland habitats. The species is common in most areas of the Plan Area except where adjacent to urban situations.	Potential to occur onsite within and adjacent to the Riversidean sage scrub habitat types.
BIRDS		
Southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*) CWL MSHCP Covered Species	Southern California rufouscrowned sparrow is a nonmigratory bird species that primarily occurs within sage scrub and grassland habitats and to a lesser extent chaparral sub-associations. This species generally breeds on the ground within grassland and scrub communities in the western and central regions of California.	Potential to occur onsite within the Riversidean sage scrub habitat types.
Bell's sage sparrow (*Artemisiospiza belli belli*) CWL MSHCP Covered Species	Bell's sage sparrow is an uncommon to fairly common but localized resident breeder in dry chaparral and coastal sage scrub along the coastal lowlands, inland valleys, and in the lower foothills of local mountains.	Potential to occur onsite within the Riversidean sage scrub habitat types.
Burrowing owls (*Athene cunicularia*) SSC MSHCP Covered Species	The burrowing owl uses predominantly open land, including grassland, agriculture (e.g., dry-land farming and grazing areas), playa, and sparse coastal sage scrub and desert scrub habitats. Some breeding burrowing owls are year-round residents and additional individuals from the north may winter throughout the MSHCP Area Plan	No burrowing owl or characteristic sign such as white-wash, feathers, tracks, or pellets were detected within or immediately adjacent to the Project Site during the 2020 survey efforts. Not detected onsite during focused surveys conducted during the spring of 2020.
White-tailed kite (*Elanus leucurus*) SFP MSHCP Covered Species	The white-tailed kite is found in riparian, oak woodlands adjacent to large open spaces including grasslands, wetlands, savannahs and agricultural fields. This non-migratory bird species occurs throughout the lower elevations of	May occasionally forage onsite within the open field croplands and disturbed habitats.

Species Name (*Scientific Name*) Status	Habitat Description	Comments
	California and commonly nests in coast live oaks.	
Loggerhead shrike (*Lanius ludovicianus*) SSC MSHCP Covered Species	Loggerhead shrike prefer open ground for foraging and thick trees and shrubs including sage scrub, chaparral, and desert scrub habitats for nesting.	Detected onsite.
Coastal California gnatcatcher (*Polioptila californica californica*) FT/SSC MSHCP Covered Species	The coastal California gnatcatcher is a nonmigratory bird species that primarily occurs within sage scrub habitats in coastal southern California dominated by California sagebrush (*Artemisia californica*), and California buckwheat (*Eriogonum fasciculatum*).	Potential to occur onsite within the Riversidean sage scrub habitat types.
MAMMALS		
Northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*) SSC MSHCP Covered Species	The northwestern San Diego pocket mouse occurs throughout the Plan Area in coastal sage scrub (including Diegan and Riversidean upland sage scrubs and alluvial fan sage scrub), sage scrub/grassland ecotones, chaparral, and desert scrubs at all elevations up to 6,000 feet	Potential to occur onsite within the Riversidean sage scrub habitat types.

Source: Cadre Environmental 2020.

Federal (USFWS) Protection and Classification
FE – Federally Endangered
FT – Federally Threatened
FC – Federal Candidate for Listing
State (CDFW) Protection and Classification
SE – State Endangered
ST – State Threatened
SSC – State Species of Special Concern
CWL – California Watch List
SPF – State Fully Protected

Critical habitat designations by the USFWS were researched to determine if any of the Project site is located within USFWS critical habitat. The Project site does not occur within a designated critical habitat for federally endangered or threatened species.

3. Burrowing Owl (BUOW)

The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. Step 1 of the MSHCP habitat assessment for burrowing owl consists of a walking survey to determine if suitable habitat is present onsite. According to the MSHCP guidelines, if suitable habitat is present the biologist should also walk the perimeter of the property, which consists of a 150-meter (approximately 500 feet) buffer zone around the Project Site boundary. Accordingly, if suitable habitat is documented onsite, both Step II surveys and the 30-day pre-construction surveys are required in order to comply with the MSHCP guidelines. (Cadre, 2021, p. 8)

C. Soil

The Project site's existing soil conditions are depicted on Figure 4.3-3, *Soils Association Map*, The Soil Survey of the Western Riverside Area has the following soils mapped within the boundary of the Project site: Cieneba rocky sandy loam (CkF2); Cieneba sandy loam (ChF2); Greenfield sandy loam (GyC2); Greenfield sandy loam (GyD2); Hanford course sandy loam (HcD2); Monserate sandy loam (MmB); and Ramona sandy loam (RaB3). (Cadre, 2021, p. 10)

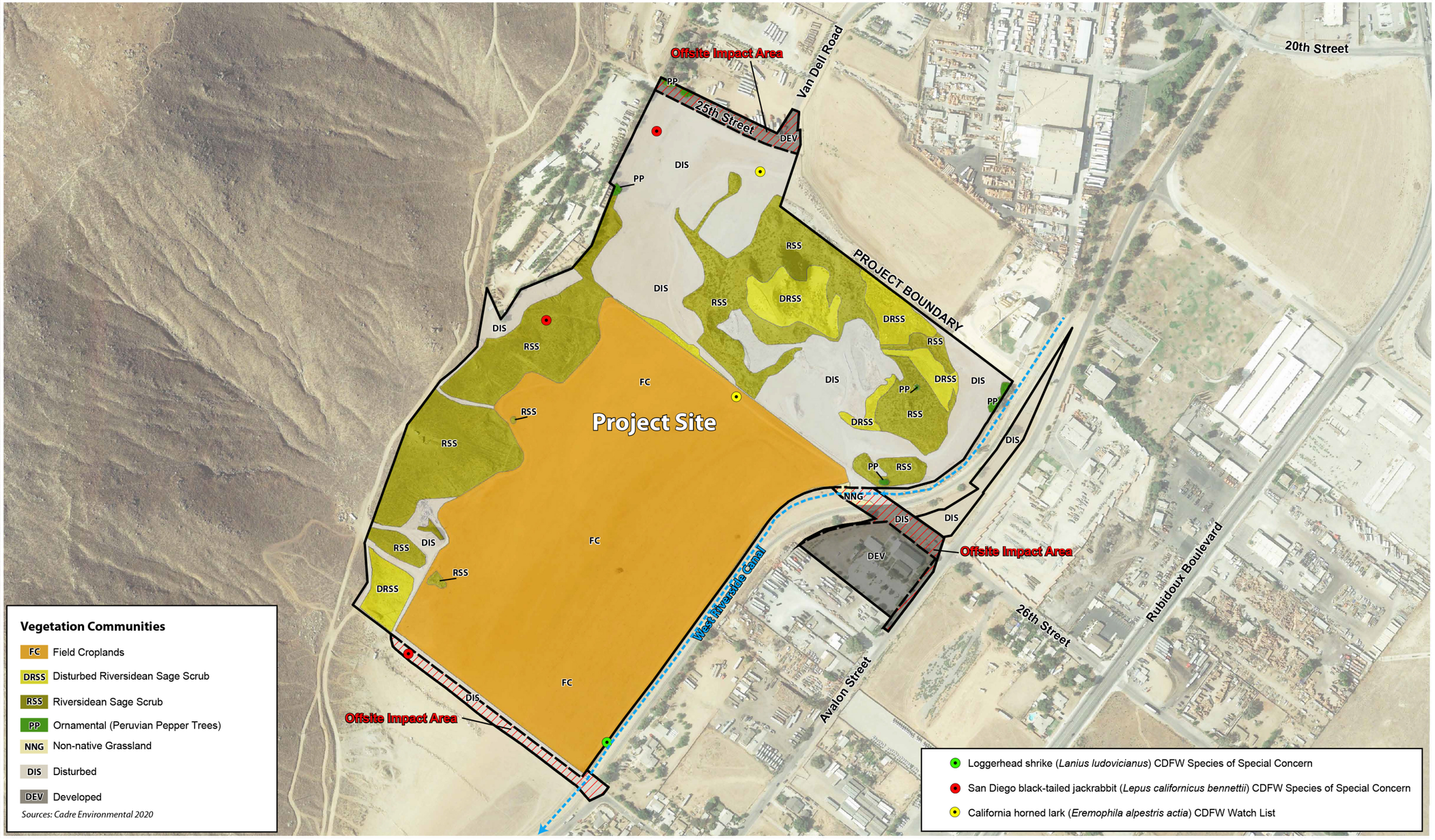
D. Jurisdictional Resources

1. State and Federal Jurisdictional Resources and Riparian Habitat.

The West Riverside Canal is a man-made irrigation canal constructed in uplands, which received water from the Santa Ana River though the Jurupa Ditch Aqueduct. The West Riverside Canal extended to the west with irrigation water distributed to Lateral 1 immediately north of Mission Boulevard, and Lateral 2 and Lateral 3, near the intersection of Jurupa Road and Valley Way (formerly Armstrong Road). Currently the remnants of the West Riverside Canal terminate just north of SR-60 and Laterals 1 – 3 are no longer extant. This feature does not consist of riparian habitat and is not considered a state or federally protected wetlands.

2. MSHCP Riparian/Riverine Vernal Pool Resources

As depicted on Figure 4.3-4, *Jurisdictional Resources Map*, the West Riverside Canal includes a bed, bank, and channel; however, because the canal was built for purposes of carrying irrigation flows, which have now been eliminated, the feature does not carry more than minimal flows and is not an aquatic feature. Thus, given the following exclusion in the MSHCP Riparian Riverine policies, that "areas demonstrating characteristics as described above and which are artificially created are not included in these definitions," the canal would not be subject to review under the policies.



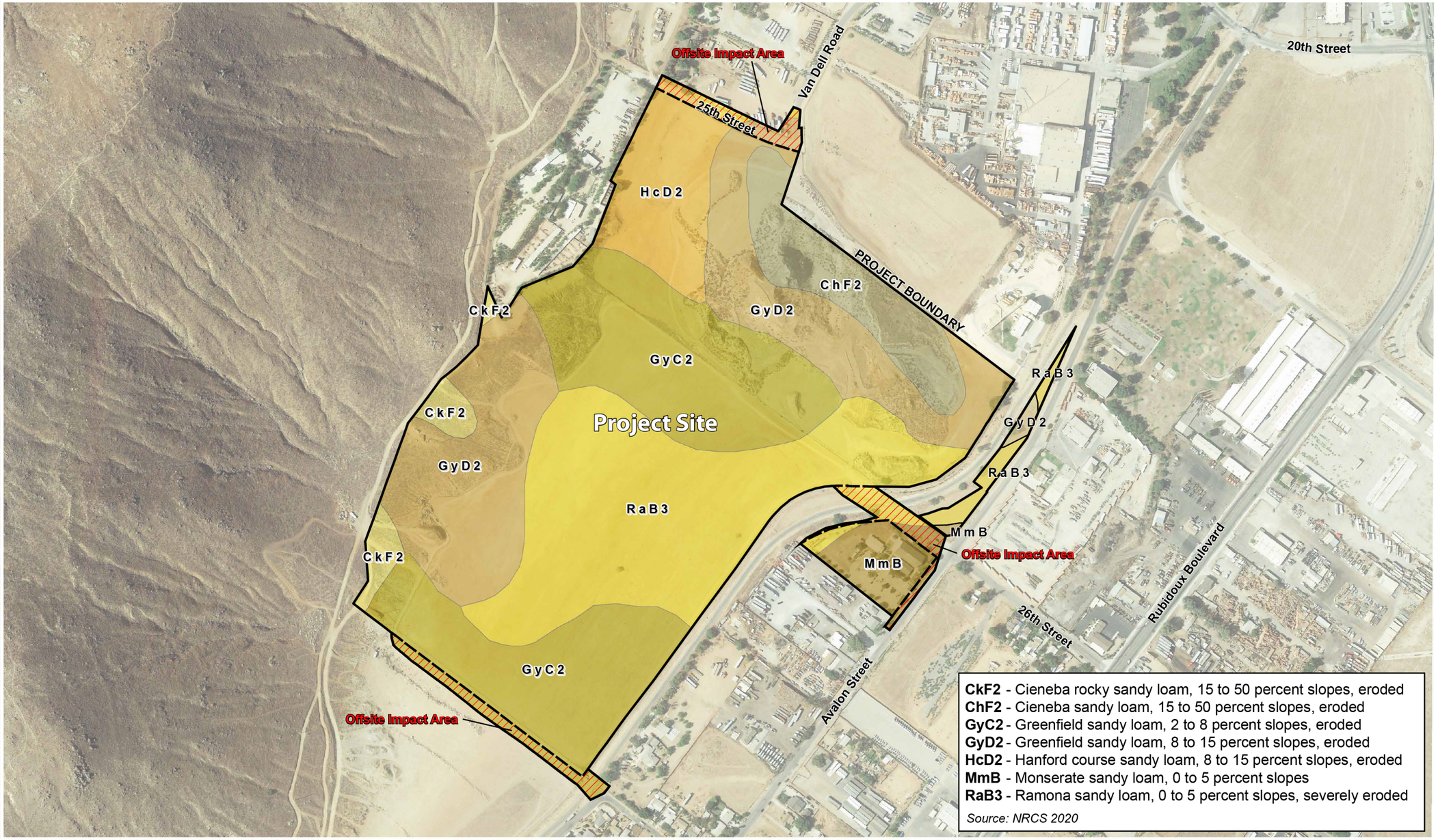
Source(s) CADRE (01-2021)

Figure 4.3-2

NOT TO SCALE

NORTH

SENSITIVE FLORAL SPECIES OBSERVATION MAP



Source(s) CADRE (01-2021)

NOT TO SCALE

NORTH

Figure 4.3-3

SOIL ASSOCIATIONS MAP

3. Delhi Sands Flower-Loving Fly (DSFF)

The Delhi Sands flower-loving fly is found at low numbers and is narrowly distributed within the Plan Area. This species is restricted by the distribution and availability of open habitats within the fine, sandy Delhi series soils. Based on the Western Riverside County-Regional Conservation Authority MSHCP Information Map (Viewer) accessed on July 15, 2021, the Project site is not located within an invertebrate (i.e DSFF) survey area. In addition, the DSFF is not expected to occur onsite based on a lack of Delhi soils. Table 4.3-2, Summary of Survey Area, provides the summary of survey areas within the Project site.

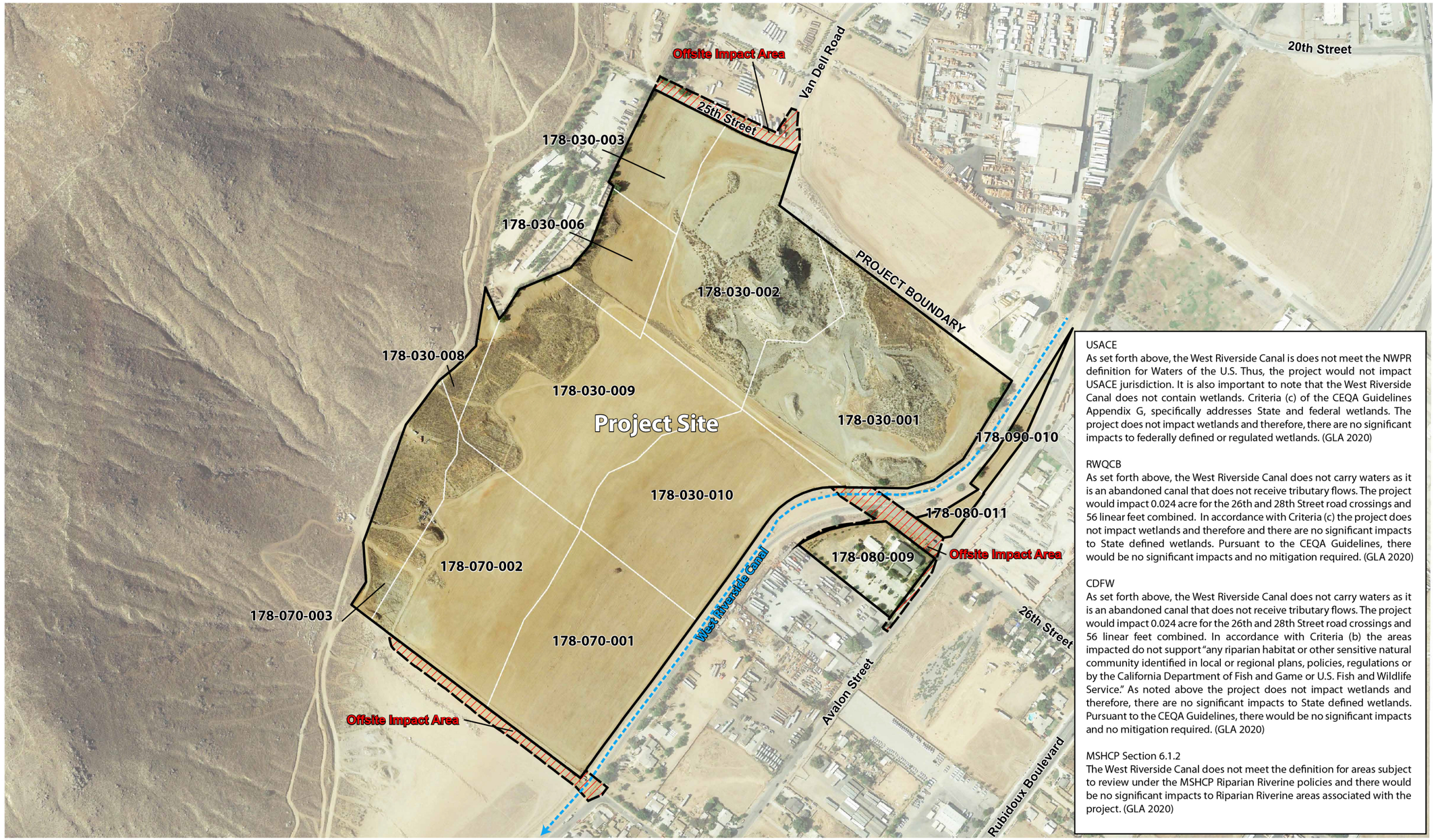
Table 4.3-2 Summary of Survey Areas

Survey Area	Project site
Amphibian	Not in an amphibian survey area
Owls	Burrowing Owl
Criteria Area	Not in a criteria area species survey area
Species	
Mammals	Not in a mammal survey area
Narrow Endemic Plants	San Diego ambrosia, Brand's phacelia, San Miguel savory
Invertebrate	Not in an invertebrate survey area

4.3.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to biological resources.

One comment related to biological resources from the California Department of Fish and Wildlife (CDFW), dated December 23, 2020, was received during the public scoping period. The CDFW NOP comment letter states that the EIR should follow Section 15125(c) of the CEQA Guidelines and provide information on the regional setting to enable CDFW staff to adequately review on comment on the Project; include a complete assessment of the flora and fauna within and adjacent to the Project footprint; provide a thorough discussion of the direct, indirect, and cumulative impacts expected to adversely affect biological resources as a result of the Project; describe and analyze a range of reasonable alternatives to the Project, to evaluate a "no project" alternative; identify mitigation measures and alternatives that are appropriate and adequate to avoid or minimize potential impacts; provide considerations for fully protected species, sensitive plant communities, and California Species of Special Concern; include results of avian surveys; address all Project impacts to listed species and specify a mitigation monitoring and reporting program that will meet the requirements of CESA; and demonstrate consistency with the MSHCP.



USACE
As set forth above, the West Riverside Canal is does not meet the NWPR definition for Waters of the U.S. Thus, the project would not impact USACE jurisdiction. It is also important to note that the West Riverside Canal does not contain wetlands. Criteria (c) of the CEQA Guidelines Appendix G, specifically addresses State and federal wetlands. The project does not impact wetlands and therefore, there are no significant impacts to federally defined or regulated wetlands. (GLA 2020)

RWQCB
As set forth above, the West Riverside Canal does not carry waters as it is an abandoned canal that does not receive tributary flows. The project would impact 0.024 acre for the 26th and 28th Street road crossings and 56 linear feet combined. In accordance with Criteria (c) the project does not impact wetlands and therefore and there are no significant impacts to State defined wetlands. Pursuant to the CEQA Guidelines, there would be no significant impacts and no mitigation required. (GLA 2020)

CDFW
As set forth above, the West Riverside Canal does not carry waters as it is an abandoned canal that does not receive tributary flows. The project would impact 0.024 acre for the 26th and 28th Street road crossings and 56 linear feet combined. In accordance with Criteria (b) the areas impacted do not support "any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service." As noted above the project does not impact wetlands and therefore, there are no significant impacts to State defined wetlands. Pursuant to the CEQA Guidelines, there would be no significant impacts and no mitigation required. (GLA 2020)

MSHCP Section 6.1.2
The West Riverside Canal does not meet the definition for areas subject to review under the MSHCP Riparian Riverine policies and there would be no significant impacts to Riparian Riverine areas associated with the project. (GLA 2020)

Source(s) CADRE (01-2021)

NOT TO SCALE

NORTH

Figure 4.3-4

JURISDICTIONAL RESOURCES MAP

4.3.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Endangered Species Act (ESA)

The purpose of the federal Endangered Species Act (ESA) is to protect and recover imperiled species and the ecosystems upon which they depend. It is administered by the U.S. Fish and Wildlife Service (USFWS) and the Commerce Department's National Marine Fisheries Service (NMFS). The USFWS has primary responsibility for terrestrial and freshwater organisms, while the responsibilities of NMFS are mainly marine wildlife such as whales and anadromous fish such as salmon. Under the ESA, species may be listed as either endangered or threatened. "Endangered" means a species is in danger of extinction throughout all or a significant portion of its range. "Threatened" means a species is likely to become endangered within the foreseeable future. All species of plants and animals, except pest insects, are eligible for listing as endangered or threatened. (USFWS, 2013)

The ESA makes it unlawful for a person to take a listed animal without a permit. Take is defined as "to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or attempt to engage in any such conduct." Through regulations, the term "harm" is defined as "an act which actually kills or injures wildlife. Such an act may include significant habitat modification or degradation where it actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering." Listed plants are not protected from take, although it is illegal to collect or maliciously harm them on federal land. Protection from commercial trade and the effects of federal actions do apply for plants. (USFWS, 2013)

Section 7 of the ESA requires federal agencies to use their legal authorities to promote the conservation purposes of the ESA and to consult with the USFWS and NMFS, as appropriate, to ensure that effects of actions they authorize, fund, or carry out are not likely to jeopardize the continued existence of listed species. During consultation, the "action" agency receives a "biological opinion" or concurrence letter addressing the proposed action. In the relatively few cases in which the USFWS or NMFS makes a jeopardy determination, the agency offers "reasonable and prudent alternatives" about how the proposed action could be modified to avoid jeopardy. It is extremely rare that a project ends up being withdrawn or terminated because of jeopardy to a listed species. (USFWS, 2013)

Section 10 of the ESA may be used by landowners including private citizens, corporations, tribes, states, and counties who want to develop property inhabited by listed species. Landowners may receive a permit to take such species incidental to otherwise legal activities, provided they have developed an approved habitat conservation plan (HCP). HCPs include an assessment of the likely impacts on the species from the proposed action, the steps that the permit holder will take to avoid, minimize, and mitigate the impacts, and the funding available to carry out the steps. HCPs may benefit not only landowners but also species by securing and managing important habitat and by addressing economic development with a focus on species conservation. (USFWS, 2013)

2. Clean Water Act

Clean Water Act (CWA) § 401 water quality certification provides states and authorized tribes with an effective tool to help protect water quality, by providing them an opportunity to address the aquatic resource impacts of federally issued permits and licenses. Under § 401, a federal agency cannot issue a permit or license for an activity that may result in a discharge to waters of the U.S. until the state or tribe where the discharge would originate has granted or waived § 401 certification. The central feature of CWA § 401 is the state or tribe's ability to grant, grant with conditions, deny, or waive certification. Granting certification, with or without conditions, allows the federal permit or license to be issued consistent with any conditions of the certification. Denying certification prohibits the federal permit or license from being issued. Waiver allows the permit or license to be issued without state or tribal comment. States and tribes make their decisions to deny, certify, or condition permits or licenses based in part on the proposed project's compliance with Environmental Protection Agency (EPA)-approved water quality standards. In addition, states and tribes consider whether the activity leading to the discharge will comply with any applicable effluent limitation's guidelines, new source performance standards, toxic pollutant restrictions, and other appropriate requirements of state or tribal law. (EPA, 2019)

Many states and tribes rely on § 401 certification to ensure that discharges of dredge or fill material into a water of the U.S. do not cause unacceptable environmental impacts and, more generally, as their primary regulatory tool for protecting wetlands and other aquatic resources. However, § 401 is limited in scope and application to situations involving federally-permitted or licensed activities that may result in a discharge to a water of the U.S. If a federal permit or license is not required, or would authorize impacts only to waters that are not waters of the U.S., the activity is not subject to the CWA § 401. (EPA, 2019)

Section 404 of the CWA establishes a program to regulate the discharge of dredged or fill material into waters of the United States, including wetlands. Wetlands subject to Clean Water Act Section 404 are defined as "areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas." Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g. certain farming and forestry activities). (EPA, n.d.)

The basic premise of the program is that no discharge of dredged or fill material may be permitted if: (1) a practicable alternative exists that is less damaging to the aquatic environment; or (2) the nation's waters would be significantly degraded. Applications for permits must, to the extent practicable: (l) demonstrate steps have been taken to avoid wetland impacts; (2) demonstrate that potential impacts on wetlands have been minimized; and (3) provide compensation for any remaining unavoidable impacts. Proposed activities are regulated through a permit review process. (EPA, n.d.)

An individual permit is required for potentially significant impacts. Individual permits are reviewed by the U.S. Army Corps of Engineers (ACOE), which evaluates applications under a public interest review, as well as the environmental criteria set forth in the CWA Section 404(b)(1) Guidelines. However, for most discharges that will have only minimal adverse effects, a general permit may be suitable. General permits are issued on a nationwide, regional, or State basis for particular categories of activities. The general permit process eliminates individual review and allows certain activities to proceed with little or no delay, provided that the general or specific conditions for the general permit are met. States also have a role in Section 404 decisions, through state program general permits, water quality certification, or program assumption. (EPA, n.d.)

3. Executive Order 11990 – Protection of Wetlands

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve and enhance the natural and beneficial values of wetlands." To meet these objectives, the Order requires federal agencies, in planning their actions, to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. (FEMA, 2019) The Order applies to:

- Acquisition, management, and disposition of federal lands and facilities construction and improvement projects which are undertaken, financed, or assisted by federal agencies;

- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities. (FEMA, 2019)

The procedures require the determination of whether or not the proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments. (FEMA, 2019)

4. Migratory Bird Treaty Act (16 USC Section 703-712)

The Migratory Bird Treaty Act (MBTA) makes it illegal for anyone to take, possess, import, export, transport, sell, purchase, barter, or offer for sale, purchase, or barter, any migratory bird, or the parts, nests, or eggs of such a bird except under the terms of a valid permit issued pursuant to federal regulations. The migratory bird species protected by the MBTA are listed in 50 CFR 10.13. The USFWS has statutory authority and responsibility for enforcing the MBTA (16 U.S.C. 703-712). The MBTA implements Conventions between the United States and four countries (Canada, Mexico, Japan, and Russia) for the protection of migratory birds. (USFWS, 2018)

B. State Regulations

1. California Endangered Species Act

The California Endangered Species Act (CESA; Fish & Game Code §2050 et. seq.) states that all native species of fishes, amphibians, reptiles, birds, mammals, invertebrates, and plants, and their habitats, threatened with extinction and those experiencing a significant decline which, if not halted, would lead

to a threatened or endangered designation, will be protected or preserved. CDFW works with interested persons, agencies, and organizations to protect and preserve such sensitive resources and their habitats. CESA prohibits the take of any species of wildlife designated by the California Fish and Game Commission as endangered, threatened, or candidate species. CDFW may authorize the take of any such species if certain conditions are met.

Section 2081 subdivision (b) of the California Fish and Game Code (CFGC) allows CDFW to authorize take of species listed as endangered, threatened, candidate, or a rare plant, if that take is incidental to otherwise lawful activities and if certain conditions are met. These authorizations are commonly referred to as incidental take permits (ITPs).

If a species is listed by both the federal ESA and CESA, CFGC Section 2080.1 allows an applicant who has obtained a federal incidental take statement (federal Section 7 consultation) or a federal incidental take permit (federal Section 10(a)(1)(B)) to request that the Director of CDFW find the federal documents consistent with CESA. If the federal documents are found to be consistent with CESA, a consistency determination (CD) is issued and no further authorization or approval is necessary under CESA.

A Safe Harbor Agreement (SHA) authorizes incidental take of a species listed as endangered, threatened, candidate, or a rare plant, if implementation of the agreement is reasonably expected to provide a net conservation benefit to the species, among other provisions. SHAs are intended to encourage landowners to voluntarily manage their lands to benefit CESA-listed species. California SHAs are analogous to the federal safe harbor agreement program and CDFW has the authority to issue a consistency determination based on a federal safe harbor agreement.

2. Natural Community Conservation Planning Act

CDFW's Natural Community Conservation Planning (NCCP) program takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. The NCCP program began in 1991 as a cooperative effort to protect habitats and species. It is broader in its orientation and objectives than the California and Federal Endangered Species Acts, as these laws are designed to identify and protect individual species that have already declined in number significantly.

An NCCP identifies and provides for the regional protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. Working with landowners, environmental organizations, and other interested parties, a local agency oversees the numerous activities that compose the development of an NCCP. CDFW and the U.S. Fish and Wildlife Service provide the necessary support, direction, and guidance to NCCP participants.

There are currently 13 approved NCCPs (includes 6 subarea plans) and 22 NCCPs in the active planning phase (includes 10 subarea plans), which together cover more than 7 million acres and will provide conservation for nearly 400 special status species and a wide diversity of natural community types throughout California.

3. California Fish and Game Code, Section 1600, et seq.

CFGC section 1602 requires an entity to notify CDFW prior to commencing any activity that may do one or more of the following: (1) substantially divert or obstruct the natural flow of any river, stream, or lake; (2) substantially change or use any material from the bed, channel or bank of any river, stream, or lake; or (3) deposit debris, waste or other materials that could pass into any river, stream, or lake. The CFGC indicates that "any river, stream or lake" includes those that are episodic (they are dry for periods of time) as well as those that are perennial (they flow year-round). This includes ephemeral streams, desert washes, and watercourses with a subsurface flow. It may also apply to work undertaken within the flood plain of a body of water.

CDFW requires a Lake and Streambed Alteration (LSA) Agreement when it determines that the activity, as described in a complete LSA Notification, may substantially adversely affect existing fish or wildlife resources. An LSA Agreement includes measures necessary to protect existing fish and wildlife resources. CDFW may suggest ways to modify a project that would eliminate or reduce harmful impacts to fish and wildlife resources. Before issuing an LSA Agreement, CDFW must comply with CEQA.

4. California Fish & Game Code § 3500 et. seq.

Division 4, Part 2 of the CFGC (§3500 et seq.), establishes provisions for the protection of native birds, including birds in the orders of Falconiformes or Strigiformes (birds-of-prey), as well as non-game birds. Pursuant to the CFGC, it is unlawful to take, possess, or destroy protected birds or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Section 3513 of the CFGC duplicates the federal protection of migratory birds.

C. Regional Policies

1. Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP is a comprehensive habitat conservation/planning program for Western Riverside County. The intent of the MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to special-status species and associated native habitats.

Through agreements with the USFWS and CDFW, the MSHCP designates 146 special-status animal and plant species as Covered Species, of which the majority have no project-specific survey/conservation requirements. The MSHCP provides mitigation for project-specific impacts to these species for projects that are compliant/consistent with MSHCP requirements, such that the impacts are reduced to below a level of significance pursuant to CEQA.

The Covered Species that are not yet adequately conserved have additional requirements in order for these species to ultimately be considered 'adequately conserved.' A number of these species have survey requirements based on a project's occurrence within a designated MSHCP survey area and/or based on the presence of suitable habitat. These include Narrow Endemic Plant Species (MSHCP Volume I, Section 6.1.3), as identified by the Narrow Endemic Plant Species Survey Areas (NEPSSA); Criteria Area Plant Species (MSHCP Volume I, Section 6.3.2) identified by the Criteria Area Plant Species Survey Areas (CAPSSA); animal species (burrowing owl, mammals, amphibians) identified by survey areas (MSHCP Volume I, Section 6.3.2); and species associated with riparian/riverine areas and vernal pool habitats, including least Bell's vireo, southwestern willow flycatcher, western yellow-billed cuckoo, and three species of listed fairy shrimp (MSHCP Volume I, Section 6.1.2). An additional 28 species (MSHCP Volume I, Table 9.3) not yet adequately conserved have species-specific objectives in order for the species to become adequately conserved. However, these species do not have project-specific survey requirements.

The goal of the MSHCP is to have a total Conservation Area in excess of 500,000 acres, including approximately 347,000 acres on existing Public/Quasi-Public (PQP) Lands, and approximately 153,000 acres of Additional Reserve Lands targeted within the MSHCP Criteria Area. The MSHCP is divided into 16 separate Area Plans, each with its own conservation goals and objectives. Within each Area Plan, the Criteria Area is divided into Subunits, and further divided into Criteria Cells and Cell Groups (a group of criteria cells). Each Cell Group and ungrouped independent Cell has designated "criteria" for the purpose of targeting additional conservation lands for acquisition. Projects located within the Criteria Area are subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if lands are targeted for inclusion in the MSHCP Reserve. In addition, all projects located within the Criteria Area are subject to the Joint Project Review (JPR) process, where the project is reviewed by the Regional Conservation Authority (RCA) to determine overall compliance/consistency with the biological requirements of the MSHCP.

The Project site is located within the Jurupa Valley Area Plan but is not located within the Criteria Area. As such, the Project is not subject to the HANS or JPR processes. The Project site is located within the MSHCP NEPSSA and Burrowing Owl Survey Area, but is not located within the CAPSSA, Mammal or Amphibian Survey Areas. Within the designated Survey Areas, the MSHCP requires habitat assessments, and focused surveys within areas of suitable habitat. For locations with positive survey results, the MSHCP requires that 90 percent of those portions of the property that provide for long-term conservation value for the identified species shall be avoided until it is demonstrated that conservation goals for the particular species have been met throughout the MSHCP. Findings of equivalency shall be made demonstrating that the 90-percent standard has been met, if applicable. If equivalency findings cannot be demonstrated, then 'biologically equivalent or superior preservation' must be provided.

D. City General Plan Polices

The City of Jurupa Valley General Plan identifies policies that relate to biological resources within the City. The specific policies outlined in the City's General Plan that are related to biological and that

apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Section 4.10, *Land Use and Planning*.

4.3.4 METHODOLOGY

The Project's impacts to biological resources were evaluated using information obtained from the *Biological Resources Technical Resource Report* prepared by Cadre (EIR *Technical Appendix F*). As part of the Biological Resources Assessment, the Project site and surrounding areas were assessed to determine the potential presence of biological resources. (Cadre, 2021) Preparation of the *Biological Resources Technical Resource Report* included a literature review of federal register listings, protocols, and species data provided by the USFWS in conjunction with anticipated federally listed species potentially occurring within the Project site. The California Natural Diversity Database (CNDDB), a CDFW Natural Heritage Division species account database, was also reviewed for all pertinent information regarding the locations of known occurrence of sensitive species in the vicinity of the property. In addition, numerous regional and floral faunal field guides were utilized in the identification of species and suitable habitats. Field surveys were conducted by Ruben Ramirez of Cadre Environmental during the Winter of 2020 in order to characterize and identify potential sensitive plant and wildlife habitats, and to establish the accuracy of the data identified in the literature search and previous surveys. (Cadre, 2021, p. 4)

The MSHCP has determined that all of the sensitive species potentially occurring within the Project Site have been adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). Based on the initial MSHCP review of predetermined Survey Areas and habitat assessments for target species, focused surveys were conducted for: 1) San Diego ambrosia (*Ambrosia pumila*) [Federal endangered, California Rare Plant Ranking (CRPR) 1B.1]; 2) San Miguel savory (*Satureja chandleri*) [CRPR List 1B.2]; 3) Brand's phacelia (*Phacelia stellaris*) [CRPR 1B.1], and 4) burrowing owl (*Athene cunicularia*) [California Species of Special Concern (SSC)]. (Cadre, 2021, p. 4). Detailed methodologies for focused surveys are provided in the Biological Technical Report, Methodology (*Technical Appendix F* of this Draft EIR).

All animals identified during the reconnaissance surveyed by sight, call, tracks, scat, or other characteristic sign were recorded onto a 1:200 scale orthorectified color aerial photograph or documents using a global position system (GPS). Analysis of wildlife movement corridors associated with the Project site and immediate vicinity is based on information compiled from literature, analysis of the aerial photograph, and direct observations made in the field during the reconnaissance site visit. (Cadre, 2021, p. 5)

4.3.5 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to biological resources. Based on these significance thresholds, a project would have a significant impact on biological resources if it would:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service;

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 Game or US 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.

4.3.6 IMPACT ANALYSIS

Threshold 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 Game or U.S. Fish and Wildlife Service?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to any species identified as a candidate, sensitive, or special status species .

The following apply to the Project and would reduce impacts relating to biological resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.3-1 The Project Applicant is required to pay MSHCP Local Development Mitigation fees as established and implemented by the City of Jurupa Valley Municipal Code Sec.

3.80.070, Western Riverside County Multiple Species Habitat Conservation Plan mitigation fee.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of species identified as a candidate, sensitive, or special status species.

B. Impact Analysis

1. Vegetation

As shown on Figure 4.3-1, *Vegetation Communities Map*, the majority of the southeastern region of the Project site is flat fallow field croplands with the northeastern region characterized as disturbed as a result of historic surface mining activities. Riversidean sage scrub has reestablished within portions of the previously mined areas and occurs naturally within the southwestern region.

Table 4.3-3 Vegetation Communities Acreages

Vegetation Type	Acreage (On-site)	Acreage (Off-site)	Total Acreage
Field Croplands	37.24	--	37.24
Disturbed	20.53	1.20	21.73
Riversidean Sage Scrub	16.29	--	16.29
Disturbed Rivesidean Sage Scrub	4.53	--	4.53
Developed	2.49	1.76	4.25
Non-native Grassland	0.08	0.12	0.20
Ornamental (Peruvian Pepper Tress)	0.14	0.06	0.20
TOTALS	**81.30**	**3.14**	**84.44**

Source: (Cadre, 2021)

Project development would result in the removal of on- and off-site vegetation communities, totaling approximately 84.44 acres. As previously stated, no vegetation communities listed by CDFW as sensitive were documented within or adjacent to the Project Site. However, removal of vegetation communities onsite has the potential to impact sensitive plant and wildlife specifies, as described in further detail below.

2. Sensitive Plants

The Project Site occurs almost completely within a predetermined Survey Area for three (3) MSHCP narrow endemic plant species including: San Diego ambrosia, San Miguel savory, and Brand's phacelia (RCA GIS Data Downloads 2020). Suitable soil conditions and vegetation were documented onsite for all three sensitive plant species. Focused surveys were conducted during the Spring of 2020. No state or federally listed threatened or endangered plant species were detected on the Project Site, and none of the three (3) MSHCP narrow endemic plants were observed on the Project Site.

Accordingly, the Project would not impact any candidate, sensitive, or special status plant species. (Cadre, 2021, p. 61)

3. Sensitive Wildlife

Incidental MSHCP covered species documented during the habitat assessment and/or focused survey efforts include, Loggerhead shrike (SSC), San Diego black-tailed jackrabbit (SSC), and California horned lark (CWL). Additionally, suitable habitat for MSHCP covered species, including orange-throated whiptail (CWL), coastal western whiptail (SSC), red-diamond rattlesnake (SSC), coast horned lizard (SSC), southern California rufous-crowned sparrow (CWL), Bell's sage sparrow (CWL), white-tailed kite (SFP), coastal California gnatcatcher (FT, SSC), and northwestern San Diego pocket mouse (SSC), was detected onsite. As previously stated, MSHCP has determined that all of these sensitive species documented within Rubidoux Commerce Park Project Site have been adequately covered (MSHCP Table 2-2 Species Considered for Conservation Under the MSHCP Since 1999, 2004). Additionally, the Project Applicant will be required to comply with Jurupa Valley Municipal Code Section 3.80.070, which requires payment of MSHCP Local Development Mitigation fees. However, impacts to MSHCP covered species would be considered a potentially significant impact (Cadre, 2021, p. 62)

The Project Site occurs almost completely within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented within the property including foraging habitat documented throughout the Project Site. No burrowing owls were detected within the Project Site during focused MSHCP surveys conducted in 2020 (Cadre Environmental 2020c). However, some potential, albeit low, does exist for BUOW presence due to potentially suitable habitat both on- and off-site. Impacts to BUOW would be considered a potentially significant impact. (Cadre, 2021, pp. 61-62).

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.3-1 A 30-day burrowing owl preconstruction survey will be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. The survey will be conducted in compliance with both MSHCP and CDFW guidelines (MSHCP 2006, CDFW 2012). A report of the findings prepared by a qualified biologist shall be submitted to the City of Jurupa Valley prior to any permit or approval for ground disturbing activities.

If burrowing owls are detected onsite during the 30-day preconstruction survey, during the breeding season (February 1st to August 31st) then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has

confirmed that nesting efforts are compete or not initiated. In addition to monitoring breeding activity, if construction is proposed to be initiated during the breeding season or active/passive relocation is proposed, a burrowing owl mitigation plan shall be submitted and approved by the City of Jurupa Valley, CDFW and USFWS.

E. Significance After Mitigation

Less than significant impact.

Threshold 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 Game or US Fish and Wildlife Service?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to riparian habitat or other sensitive natural community.

PPP 4.3-1 under Threshold a would apply to the Project and would reduce impacts relating to biological resources. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of riparian habitat or other sensitive natural community.

B. Impact Analysis

1. Riparian Habitat

No evidence of riparian vegetation, or conditions which sustain riparian vegetation were observed within the Project site. The West Riverside Canal includes a bed, bank, and channel; however, because the canal was built for purposes of carrying irrigation flows, which have now been eliminated, the feature does not carry more than minimal flows and is not an aquatic feature. Accordingly, the canal would not be subject to review under MSHCP Riparian River policies and no impact would occur. (Cadre, 2021, p. 20)

2. Sensitive Natural Community

Although the Project site is located within a NEPS Survey Area as established by the Western Riverside County MSHCP, no suitable habitat was observed for the three (3) narrow endemic plant species that were identified for the Project area. No state or federally listed threatened or endangered plant species were detected onsite. No other CNPS, special-status plants, or species of local concern were observed

onsite. No sensitive vegetation communities listed by CDFW were document within or adjacent to the Project site, therefore, impacts are less than significant. (Cadre, 2021, p. 25)

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less that significant.

Threshold c:	***Would the Project have 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) .

There are no PPPs applicable to the Project related to the topic of State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.).

B. Impact Analysis

The Project site is not located within or adjacent to a State or federally protected wetland. (Cadre, 2021, p. 49). Furthermore, no vernal pools were documented onsite based on a lack of suitable soils and characteristics of vernal pool plant species. The Project site is dominated by sandy loam substrates, and the features do not provide long-term conservation value for any target MSHCP vernal pool species. (Cadre, 2021, p. 49) Accordingly, no impacts to wetlands are anticipated.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

PPP 4.3-2 Compliance with the Migratory Bird Treaty Act (MBTA) is required by federal law, which prohibits the disturbance of active nesting territories of migratory birds during the nesting cycle (February 1 through August 31, annually). In compliance with the MBTA, active nests cannot be removed or disturbed during the nesting season.

These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors.

B. Impact Analysis

1. Wildlife Movement

The Project Site does not represent a regional wildlife movement corridor and provides extremely limited cover, food, and no natural unrestricted water courses that would facilitate regional wildlife movement onsite. The Project Site is not located within an MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage area (Cadre, 2021, p. 47). As a result, impacts related to wildlife corridors would be less than significant.

2. Migratory and Nesting Birds

The Project Site possess vegetation including trees and shrubs expected to potentially provide nesting habitat for raptors and migratory birds protected under the CDFG Codes. Measures for potential

direct/indirect impacts to common and sensitive bird and raptor species will require compliance with the CDFG Code Section 3503 which prohibits the unlawful taking, possession, or needless destruction of the nest or eggs of any bird. Construction outside the nesting season (between September 1st and February 15th) does not require preconstruction nesting bird surveys. However, if construction is proposed between February 16th and August 31st, a qualified biologist will conduct a preconstruction nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds or raptors within or directly adjacent (100 feet) to the Project Site. Loss of an active nest would be considered a potentially significant impact. (Cadre, 2021, p. 62).

C. Significance Before Mitigation

Potentially significant impacts.

D. Mitigation Measures

MM 4.3-2 Construction outside the nesting season (between September 1st and January 31st) do not require pre-removal nesting bird surveys. If construction is proposed between February 1st and August 31st, a qualified biologist shall conduct a nesting bird survey(s) no more than three (3) days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project Site.

The survey(s) shall identify any raptors and/or bird nests that are directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest will be postponed until the young birds have fledged. The perimeter of the nest setback zone will be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities shall be restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the City of Jurupa Valley for review and approval prior to initiation of grading in the nest-setback zone.

The qualified biologist will serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A final monitoring report of the findings, prepared by a qualified biologist, shall be submitted to the City of Jurupa Valley documenting compliance with the CDFG Code. Any nest permanently vacated for the season would not warrant protection pursuant to the CDFG Code.

E. Significance After Mitigation

Less than significant impact.

Threshold e: ***Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to biological resources protected by a tree preservation policy or ordinance.

There are no PPPs applicable to the Project related to the topic of a tree preservation policy or ordinance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of biological resources protected by a tree preservation policy or ordinance .

B. Impact Analysis

As discussed in EIR Subsection 4.10, *Land Use and Planning*, the Project would be consistent with all applicable General Plan policies pertaining to biological resources including Conservation and Open Space Policies COS 1.2 (Protection of Significant Trees), 1.3 (Other Significant Vegetation), 2.1 (MSHCP Implementation), and 2.3 (Biological Reports). In particular, COS 1.2 calls for the protection of significant trees. Significant trees are those trees that make substantial contributions to natural habitat or to the urban landscape due to their species, size, or rarity. In particular, California native trees should be protected. No native trees or oak species occur onsite and the removal of primarily Peruvian pepper trees would not conflict with any City of Jurupa Valley protected tree ordinance or oak tree management guidelines. Therefore, no impacts would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to biological resources protected by a habitat conservation plan.

PPPs 4.3-1 and 4.3-2 under Threshold a, apply to the Project and would reduce impacts relating to biological resources protected by a habitat conservation plan. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of biological resources.

B. Impact Analysis

The proposed Project site is located completely within the MSHCP, which is a comprehensive multi-jurisdictional effort that includes western Riverside County and 18 cities including the City of Jurupa Valley. As previously stated, the Project site is not located within an MSHCP Criteria Area Cell, Cell Group, or Linkage Area. Therefore, no HANS or JPR are required. The Biological Resources Technical Report (*Technical Appendix* F), evaluated the Project's compliance with MSHCP Reserve assembly requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), and 6.14 (Urban / Wildlands Interface). The findings of the MSHCP Consistency Analysis are as follows:

- **Sensitive Species Surveys (Section 6.3.2)**: The Project site is not located within a Criteria Area Species Survey Area or MSHCP Amphibian or Mammal Species Survey Area; therefore, no surveys are required. The Project is consistent with MSHCP Section 6.3.2.

  The Project site occurs almost completely within a predetermined Survey Area for the burrowing owl. Suitable burrowing owl burrows potentially utilized for refugia and/or nesting were documented within the field croplands including foraging habitat documented throughout the Project Site. Based on the presence of suitable habitat, focused MSHCP burrowing owl surveys were conducted during the Spring of 2020. No burrowing owl or characteristic signs such as white-wash, feathers, tracks, or pellets were detected within the Project Site boundary during the focused survey effort. Regardless, at a minimum, a 30-day preconstruction survey will be conducted immediately prior to the initiation of construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. If

burrowing owls are detected onsite during the 30-day preconstruction survey, a burrowing owl relocation plan will be developed for the passive/active translocation of individuals as directed by the RCA and wildlife agencies. With incorporation of Mitigation Measure MM 4.3-1, the Project is consistent with MSHCP Section 6.3.2.

- **Narrow Endemic Plant Species (Section 6.1.3)**: The Project Site occurs almost completely within an MSHCP predetermined Survey Area for three (3) MSHCP narrow endemic plant species including San Diego ambrosia, San Miguel savory, and Brand's phacelia (RCA GIS Data Downloads 2020). Suitable soil conditions and vegetation were documented onsite for the three (3) sensitive plant species. Focused MSHCP sensitive plant surveys were conducted during the spring of 2020. No MSHCP narrow endemic plant species were detected onsite and the Project is consistent with MSHCP Section 6.1.3.

- **Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp (Section 6.1.2)**: The West Riverside Canal includes a bed, bank, and channel; however, because the canal was built for purposes of carrying irrigation flows, which have now been eliminated, the feature does not carry more than minimal flows and is not an aquatic feature. Thus, given the following exclusion in the MSHCP Riparian Riverine policies, that "areas demonstrating characteristics as described above and which are artificially created are not included in these definitions" the canal would not be subject to review under the policies. An MSHCP Determination of Biologically Equivalent or Superior Preservation (DBESP) will not be required. No vernal pool or seasonal depression resources representing suitable habitat for sensitive fairy shrimp were detected onsite. No riparian scrub, forest or woodland habitat suitable for the least Bell's vireo, southwestern willow flycatcher or western yellow-billed cuckoo is present within or adjacent to the Project site. The Project is consistent with MSHCP Section 6.1.2.

  The Project site lacks the appropriate soil and vegetation for vernal pools. The Project site does not contain evidence of vernal pools or other seasonally-inundated depressions, showing cracked, hydric soils, or standing water. Furthermore, no clay soils or heavy soils were mapped, and no ponding or depression areas that could hold water for an extended period of time were detected on the Project site**.** Due to the lack of vernal pools and/or other suitable fairy shrimp habitat, focused surveys for fairy shrimp were not conducted for this Project. Therefore, the Project is consistent with Section 6.1.1 of the MSHCP.

- **Delhi sands flower-loving fly:** All suitable habitat for the Delhi sands flower-loving fly within the MSHCP Plan Area is located in Rough Step Unit 1. The Delhi sands flower-loving fly is found within the fine, sandy Delhi series soils along the northern edge of Rough Step Unit 1. Unlike any other covered species, the Permittees were given options for conservation of this species. These options were described in the Delhi sands flower-loving fly species account objectives. As part of the MSHCP Implementing Agreement (MSHCP Volume III), the Wildlife Agencies and Riverside County jointly opted to follow Delhi sands flower-loving fly species account Objective 1B. Objective 1B mandates that surveys are to be conducted in areas where suitable habitat exists within the mapped Delhi soils (with the exception of Cells 21, 22,

and 55). When the species is present, 75 percent of mapped Delhi soils on-site must be conserved. MSHCP, Volume I, Table 3-7, Delhi Soils Rough Step Acreage Analysis (Species Account Objective 1B),[1] provides a summary of the Delhi Sands rough step acreage analysis. There are no mapped Delhi soils on the project site.

- **Urban/Wildlands Interface (Section 6.1.4)**: The MSHCP Urban/Wildlands Interface guidelines presented in Section 6.1.4 are intended to address indirect effects associated with locating commercial, mixed uses and residential developments in proximity to an MSHCP Conservation Area. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. The Project is consistent with MSHCP Section 6.1.4.

- **MSHCP Fuels Management Guidelines (Section 6.4)**: The fuels management guidelines presented in Section 6.4 of the MSHCP are intended to address brush management activities around new development within or adjacent to MSHCP Conservation Areas. The Project site is not located adjacent to an existing or proposed MSHCP Conservation Area. The Project is consistent with MSHCP Section 6.4.

As outlined above, the proposed Project would be consistent with the biological requirements of the MSHCP Reserve Assembly Requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp), Section 6.1.1 (Delhi sands flower-loving fly) and Section 6.1.4 (Urban/Wildlands Interface). However, implementation of PPP 4.3-1 and MM 4.3-1 would be required to ensure that the Project is consistent with Section 6.3.2 (Additional Survey Needs and Procedures) of the MSHCP Reserve Assembly Requirements for Burrowing Owl. Therefore, this impact is considered potentially significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

The implementation of PPP 4.3-1 and Mitigation Measure MM 4.3-1, under Threshold a, is required.

E. Significance After Mitigation

Less than significant with mitigation incorporated.

4.3.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis for biological resources considers development of the proposed Project in conjunction with other development projects in the vicinity of the Project site. The

[1] https://www.wrc-rca.org/annual_reports/RCA_2018_Annual_Report.pdf

cumulative impact evaluation also takes into consideration the geographic area covered by the Western Riverside County MSHCP, which is the prevailing habitat conservation plan applicable to the Project site.

The temporary direct and/or indirect impacts of the project would not result in significant cumulative impacts (CEQA Section 15310) to environmental resources within the region of the Project site. Cumulative impacts refer to incremental effects of an individual project when assessed with the effects of past, current, and proposed projects. Although the Project would result in the permanent loss of 84.44 acres of primarily field cropland, disturbed and Riversidean sage scrub, the MSHCP was developed to address the comprehensive regional planning effort and anticipated growth in the City of Jurupa Valley. The proposed Project has been designed and mitigated to remain in compliance with all MSHCP conservation goals and guidelines and therefore will not result in an adverse cumulative impact.

4.4 CULTURAL RESOURCES

The following analysis is based on information obtained from the technical report entitled, *Phase I Cultural Resource Survey*, which was prepared by BFSA, dated July 21, 2021, and is included as *Technical Appendix H* to this EIR (BFSA, 2021), and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.4.1 ENVIRONMENTAL SETTING

A. Environmental Setting

The Project site lies in the Peninsular Range Geologic Province of Southern California, which lies in a northwest to southeast trend through the county. The Project site is located between the eastern side of the Jurupa Mountains and the Santa Ana River at an elevation between approximately 872 feet above mean sea level (AMSL) in the east and 952 feet AMSL in the northwest. The flat areas of the Project site were previously disked for agricultural purposes and used as storage, while granitic outcrops on the eastern portion of the site were prospected as minor quarries. (BFSA, 2021, p. 3.0-1)

B. Cultural Setting

1. Prehistoric Period

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The following discussion of the cultural history of Riverside County references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians. The geological framework divides the culture chronology of the area into four segments: the late Pleistocene (20,000 to 10,000 YBP [years before the present]), the early Holocene (10,000 to 6,650 YBP), the middle Holocene (6,650 to 3,350 YBP), and the late Holocene (3,350 to 200 YBP). (BFSA, 2021, p. 3.0-1)

Early Man Period (Prior to 8500 B.C.)

At the present time, there has been no concrete archaeological evidence to support the occupation of Riverside County prior to 10,500 years ago. Some archaeologists have been proponents of Native American occupation of the region as early as 100,000 years ago. However, their evidence for such claims is sparse at best and they have lost much support over the years as more precise dating techniques have become available for skeletal remains thought to represent early man in southern California. In addition, many of the "artifacts" initially identified as products of early man in the region have since been rejected as natural products of geologic activity. (BFSA, 2021, pp. 3.0-1 - 3.0-2)

Paleo Indian Period (8500 to 6000 B.C.)

The Paleo Indian Period is associated with the terminus of the late Pleistocene (12,000 to 10,000 YBP). The environment during the late Pleistocene was cool and moist, which allowed for glaciation in the mountains and the formation of deep, pluvial lakes in the deserts and basin lands. However, by the terminus of the late Pleistocene, the climate became warmer, which caused the glaciers to melt, sea levels to rise, greater coastal erosion, large lakes to recede and evaporate, extinction of Pleistocene megafauna, and major vegetation changes. The coastal shoreline at 10,000 YBP, depending upon the particular area of the coast, was near the 30-meter isobath, or two to six kilometers further west than its present location. (BFSA, 2021, p. 3.0-2)

Paleo Indians were likely attracted to multiple habitat types, including mountains, marshlands, estuaries, and lakeshores. These people likely subsisted using a more generalized hunting, gathering, and collecting adaptation utilizing a variety of resources including birds, mollusks, and both large and small mammals. (BFSA, 2021, p. 3.0-2)

Archaic Period (Early and Middle Holocene: circa 9,000 to 1,300 YBP)

Between 9,000 and 8,000 YBP, a widespread complex was established in the southern California region, primarily along the coast. This complex is locally known as the La Jolla Complex, which is regionally associated with the Encinitas Tradition and shares cultural components with the widespread Milling Stone Horizon. The coastal expression of this complex appeared in the southern California coastal areas and focused upon coastal resources and the development of deeply stratified shell middens that were primarily located around bays and lagoons. The older sites associated with this expression are located at Topanga Canyon, Newport Bay, Agua Hedionda Lagoon, and some of the Channel Islands. Radiocarbon dates from sites attributed to this complex span a period of over 7,000 years in this region, beginning over 9,000 YBP. (BFSA, 2021, p. 3.0-2)

The Encinitas Tradition is best recognized for its pattern of large coastal sites characterized by shell middens, grinding tools that are closely associated with the marine resources of the area, cobble-based tools, and flexed human burials. While ground stone tools and scrapers are the most recognized tool types, coastal Encinitas Tradition sites also contain numerous utilized flakes, which may have been used to pry open shellfish. Artifact assemblages at coastal sites indicate a subsistence pattern focused upon shellfish collection and nearshore fishing. This suggests an incipient maritime adaptation with regional similarities to more northern sites of the same period. Other artifacts associated with Encinitas Tradition sites include stone bowls, doughnut stones, discoidals, stone balls, and stone, bone, and shell beads. (BFSA, 2021, p. 3.0-2)

The coastal lagoons in southern California supported large Milling Stone Horizon populations circa 6,000 YBP, as is shown by numerous radiocarbon dates from the many sites adjacent to the lagoons. The ensuing millennia were not stable environmentally, and by 3,000 YBP, many of the coastal sites in central San Diego County had been abandoned. The abandonment of the area is usually attributed to the sedimentation of coastal lagoons and the resulting deterioration of fish and mollusk habitat, which is a well-documented situation at Batiquitos Lagoon. Over a two-thousand-year period at

Batiquitos Lagoon, dominant mollusk species occurring in archaeological middens shift from deep-water mollusks to species tolerant of tidal flat conditions, indicating water depth and temperature changes. (BFSA, 2021, p. 3.0-3)

More recent work by Sutton has identified a more localized complex known as the Greven Knoll Complex. The Greven Knoll Complex is a redefined northern inland expression of the Encinitas Tradition first put forth by Mark Sutton and Jill Gardener (2010). Sutton and Gardner (2010:25) state that "[t]he early millingstone archaeological record in the northern portion of the interior southern California was not formally named but was often referred to as 'Inland Millingstone,' 'Encinitas,' or even 'Topanga.'" Therefore, they proposed that all expressions of the Inland Milling Stone in southern California north of San Diego County be grouped together in the Greven Knoll Complex. (BFSA, 2021, p. 3.0-4)

The Greven Knoll Complex, as postulated by Sutton and Gardener (2010), is broken into three phases and obtained its name from the type-site Greven Knoll located in Yucaipa, California. Phase I of the Greven Knoll Complex is generally dominated by the presence of manos and metates, core tools, hammerstones, large dart points, flexed inhumations, and occasional cremations. Mortars and pestles are absent from this early phase, and the subsistence economy emphasized hunting. Sutton and Gardener (2010:26) propose that the similarity of the material culture of Greven Knoll Phase I and that found in the Mojave Desert at Pinto Period sites indicates that the Greven Knoll Complex was influenced by neighbors to the north at that time. Accordingly, Greven Knoll Phase I may have appeared as early as 9,400 YBP and lasted until about 4,000 YBP. Greven Knoll Phase II is associated with a period between 4,000 and 3,000 YBP. Artifacts common to Greven Knoll Phase II include manos and metates, Elko points, core tools, and discoidals. Pestles and mortars are present; however, they are only represented in small numbers. Finally, there is an emphasis upon hunting and gathering for subsistence. Greven Knoll Phase III includes manos, metates, Elko points, scraper planes, choppers, hammerstones, and discoidals. Again, small numbers of mortars and pestles are present. Greven Knoll Phase III spans from approximately 3,000 to 1,000 YBP and shows a reliance upon seeds and yucca. Hunting is still important, but bones seem to have been processed to obtain bone grease more often in this later phase. (BFSA, 2021, p. 3.0-4)

The shifts in food processing technologies during each of these phases indicate a change in subsistence strategies; although people were still hunting for large game, plant-based foods eventually became the primary dietary resource. The development of mortars and pestles during the middle Holocene can be attributed to the year-round exploitation of acorns as a main dietary provision. Additionally, the warmer and drier climate may have been responsible for groups from the east moving toward coastal populations, which is archaeologically represented by the interchange of coastal and eastern cultural traits. (BFSA, 2021, p. 3.0-5)

Late Historic Period (Late Holocene: 1,300 YBP to 1790)

Many Luiseño hold the world view that as a population they were created in southern California. However, archaeological and anthropological evidence suggests that at approximately 1,350 YBP, Takic-speaking groups from the Great Basin region moved into Riverside County, marking the transition to the Late Prehistoric Period. An analysis of the Takic expansion by Sutton (2009) indicates that inland southern California was occupied by "proto-Yuman" populations before 1,000 YBP. The comprehensive, multi-phase model offered by Sutton (2009) employs linguistic, ethnographic, archaeological, and biological data to solidify a reasonable argument for population replacement of Takic groups to the north by Penutians. As a result, it is believed that Takic expansion occurred starting around 3,500 YBP moving toward southern California, with the Gabrielino language diffusing south into neighboring Yuman (Hokan) groups around 1,500 to 1,000 YBP, possibly resulting in the Luiseño dialect. (BFSA, 2021, p. 3.0-5)

The final Takic expansion would not have occurred until about 1,000 YBP, resulting in Vanyume, Serrano, Cahuilla, and Cupeño dialects. The model suggests that the Luiseño did not simply replace Hokan speakers, but were rather a northern San Diego County/southern Riverside County Yuman population who adopted the Takic language. This period is characterized by higher population densities and elaborations in social, political, and technological systems. Economic systems diversified and intensified during this period with the continued elaboration of trade networks, the use of shell-bead currency, and the appearance of more labor-intensive, yet effective, technological innovations. Technological developments during this period included the introduction of the bow and arrow between A.D. 400 and 600 and the introduction of ceramics. Atlatl darts were replaced by smaller arrow darts, including Cottonwood series points. Other hallmarks of the Late Prehistoric Period include extensive trade networks as far-reaching as the Colorado River Basin and cremation of the dead. (BFSA, 2021, p. 3.0-5)

2. Ethnohistoric Setting

Protohistoric Period (Late Holocene: 1790 to Present)

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño. The geographic boundaries between these groups in pre- and proto-historic times are difficult to place, but the Project site is located well within the borders of ethnographic Luiseño territory. This group was a seasonal hunting and gathering people with cultural elements that were very distinct from Archaic Period peoples. These distinctions include cremation of the dead, the use of the bow and arrow, and exploitation of the acorn as a main food staple. Along the coast, the Luiseño made use of available marine resources by fishing and collecting mollusks for food. Seasonally available terrestrial resources, including acorns and game, were also sources of nourishment for Luiseño groups. Elaborate kinship and clan systems between the Luiseño and other groups facilitated a wide-reaching trade network that included trade of Obsidian Butte obsidian and other resources from the eastern deserts, as well as steatite from the Channel Islands. (BFSA, 2021, p. 3.0-5) (BFSA, 2021, pp. 3.0-5 - 3.0-6)

According to Charles Handley (1967), the primary settlements of Late Prehistoric Luiseño Indians in the San Jacinto Plain were represented by Ivah and Soboba near Soboba Springs, Jusipah near the town of San Jacinto, Ararah in Webster's Canyon en route to Idyllwild, Pahsitha near Big Springs Ranch southeast of Hemet, and Corova in Castillo Canyon. These locations share features such as the availability of food and water resources. Features of this land use include petroglyphs and pictographs, as well as widespread milling, which is evident in bedrock and portable implements. Groups in the vicinity of the Project, neighboring the Luiseño, include the Cahuilla and the Gabrielino. Ethnographic data for the three groups is presented below. (BFSA, 2021, p. 3.0-5) (BFSA, 2021, pp. 3.0-6)

Cahuilla

At the time of Spanish contact in the sixteenth century, the Cahuilla occupied territory that included the San Bernardino Mountains, Orocopia Mountain, and the Chocolate Mountains to the west, Salton Sea and Borrego Springs to the south, Palomar Mountain and Lake Mathews to the west, and the Santa Ana River to the north. The Cahuilla are a Takic-speaking people closely related to their Gabrielino and Luiseño neighbors, although relations with the Gabrielino were more intense than with the Luiseño. They differ from the Luiseño and Gabrielino in that their religion is more similar to the Mohave tribes of the eastern deserts than the Chingichngish cult of the Luiseño and Gabrielino. (BFSA, 2021, p. 3.0-6)

Cahuilla villages were typically permanent and located on low terraces within canyons in proximity to water sources. Plant foods harvested by the Cahuilla included Valley oak acorns and single-leaf pinyon pine nuts. Cahuilla houses were dome-shaped or rectangular thatched structures. Hunting implements included the bow and arrow, throwing sticks, and clubs. Grinding tools used in food processing included manos, metates, and wooden mortars. Baskets were made from rush, deer grass, and skunkbrush. Cahuilla pottery was made from a thin, red-colored ceramic ware that was often painted and incised. Four basic vessel types are known for the Cahuilla: small-mouthed jars, cooking pots, bowls, and dishes. Additionally, smoking pipes and flutes were fashioned from ceramic. (BFSA, 2021, pp. 3.0-6 - 3.0-8)

Gabrielino

The territory of the Gabrielino at the time of Spanish contact covers much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California. (BFSA, 2021, p. 3.0-8)

The Gabrielino lived in permanent villages and smaller resource-gathering camps occupied at various times of the year depending upon the seasonality of the resource. The coastal area between San Pedro and Topanga Canyon was the location of primary subsistence villages, while secondary sites were located near inland sage stands, oak groves, and pine forests. Permanent villages were located along rivers and streams and in sheltered areas along the coast. The Channel Islands were also the locations of relatively large settlements. Gabrielino houses were domed, circular structures made of thatched vegetation. Hunting implements included wooden clubs, sinew-backed bows, slings, and throwing clubs. Maritime implements included rafts, harpoons, spears, hook and line, and nets. The Gabrielino had exclusive access to soapstone, or steatite, procured from Santa Catalina Island quarries. (BFSA, 2021, p. 3.0-8 - 3.0-10)

Luiseño

When contacted by the Spanish in the sixteenth century, the Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges mountains at San Jacinto (including Palomar Mountain to the south and Santiago Peak to the north), on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano. The Luiseño were a Takic-speaking people more closely related linguistically and ethnographically to the Cahuilla, Gabrielino, and Cupeño to the north and east rather than the Kumeyaay who occupied territory to the south. The Luiseño differed from their neighboring Takic speakers in having an extensive proliferation of social statuses, a system of ruling families that provided ethnic cohesion within the territory, a distinct worldview that stemmed from the use of datura (a hallucinogen), and an elaborate religion that included the creation of sacred sand paintings depicting the deity *Chingichngish*. (BFSA, 2021, p. 3.0-10)

The Luiseño occupied sedentary villages most often located in sheltered areas in valley bottoms, along streams, or along coastal strands near mountain ranges. Villages were located near water sources to facilitate acorn leaching and in areas that offered thermal and defensive protection. The most important food source for the Luiseño was the acorn, six different species of which were used. House structures were conical, partially subterranean, and thatched with reeds, brush, or bark. Hunting implements included the bow and arrow. Arrows were tipped with either a carved, fire-hardened wood tip or a lithic point, usually fashioned from locally available metavolcanic material or quartz. The Luiseño had a well-developed basket industry. Baskets were used in resource gathering, food preparation, storage, and food serving. (BFSA, 2021, p. 3.0-10 - 3.0-12)

Ethnohistoric Period (1769 to Present)

European exploration along the California coast began in 1542 with the landing of Juan Rodriguez Cabrillo and his men at San Diego Bay. Sixty years after the Cabrillo expeditions, an expedition under Sebastian Viscaíno made an extensive and thorough exploration of the Pacific coast. Although the voyage did not extend beyond the northern limits of the Cabrillo track, Viscaíno had the most lasting effect on the nomenclature of the coast. Many of the names he gave to various locations have survived, whereas practically every one of the names given by Cabrillo has faded from use. For instance, Cabrillo gave the name “San Miguel” to the first port he stopped at in what is now the United States;

60 years later, Viscaíno changed it to "San Diego." The early European voyages observed Native Americans living in villages along the coast but did not make any substantial, long-lasting impact. At the time of contact, the Luiseño population was estimated to have ranged from 4,000 to as many as 10,000 individuals. (BFSA, 2021, p. 3.0-12)

3. Historic Period

In 1852, following the law set forth in the Land Act of 1851, Juan Bandini filed a claim for a major portion of his original grant. This claim was confirmed in 1855 by the United States District Court. Within a few years, Bandini divided his claim into two parts and sold them to two prominent Yankee-turned-ranchéros. As a result, after the annexation of Alta California by the United States in 1846, the original land grant was confirmed as two separate entities: the 6,750-acre Rancho Jurupa (Rubidoux) and the 25,519-acre Rancho Jurupa (Stearns). The current Project is within Rancho Jurupa, which was confirmed to the heirs of Louis Rubidoux in 1872. In 1857, Juan Bandini sold his portion of the Jurupa land grant to his son-in-law, Abel Stearns. (BFSA, 2021, p. 3.0-15)

With the completion of the transcontinental railroad in 1869, land speculators, developers, and colonists began to invest in southern California. The first colony in what was to become Riverside County was Riverside itself. Originally part of the Rancho Jurupa land grant in 1838, the City of Jurupa Valley was recently incorporated in 2011 and includes portions of Mira Loma, Pedley, Glen Avon, Sky Country, Indian Hills, Rubidoux, Belltown, Jurupa, Jurupa Hills, and Sunnyslope. Before the incorporation, the Project was located within the Rubidoux Community Services District, which was "established in 1952 on part of what had been Louis Robidoux's Jurupa Rancho but had been called West Riverside since 1887 … the name of the district is the locally accepted spelling of Louis Robidoux's last name." (BFSA, 2021, pp. 3.0-15 - 3.0-17)

The area previously called Mira Loma to the south of Rubidoux is separated from the town of Riverside by the Santa Ana River, which flows directly south of the Project. The area was originally called Cucamonga Valley, or Union, before being given the official name of Stalder with the United States Post Office in 1896. Arnold J. Stalder was the first postmaster for the region and ran the postal office out of his home. Circa 1900, the Los Angeles and Salt Lake Railroad (now Union Pacific) added a line through the valley. A train station was built at the intersection of the railway line and Etiwanda Avenue. (BFSA, 2021, p. 3.0-17)

4.4.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to cultural resources.

One comment was received related to cultural resources from the Native American Heritage Commission (NAHC) on November 30, 2020. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52. As required by

AB 52, the City sent notification to Native American tribes who have previously requested in writing to receive notices pursuant to AB52. Additionally, as required by SB18, the City sent SB18 notification letters to tribes identified by the NAHC as having traditional lands or cultural places located within the boundaries of Riverside County or project region. The City of Jurupa Valley completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project. Details on the result of the tribal consultation process are discussed in Section 4.14, *Tribal Cultural Resources*, of this EIR.

4.4.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. National Historic Preservation Act

The National Historic Preservation Act (NHPA) (16 U.S. Code §470 et. seq.) created the National Register of Historic Places program under the Secretary of the Interior. In addition to enticing state and local municipalities with federal funding, the NHPA provides the legal framework for most state and local preservation laws. Significant historical or archaeological resources are listed in the National Register of Historic Places, which is a program maintained by the Keeper of the National Register. The National Register program also includes National Historic Landmarks, which is limited only to properties of significance to the nation.

The NHPA established the Section 106 review procedure to protect historic and archaeological resources listed in or eligible for listing in the National Register from the impact of projects by a federal agency or project funded or permitted by a federal agency. The National Register is an authoritative guide to be used by governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. Listing of private property on the National Register does not prohibit by law any actions which may otherwise be taken by the property owner with respect to the property.

2. National Register of Historic Places (NRHP)

The National Register of Historic Places is the official list of the Nation's historic places worthy of preservation. Authorized by the National Historic Preservation Act of 1966, the NPS's National Register of Historic Places (NRHP) is part of a national program to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources. (NPS, n.d.)

To be considered eligible, a property must meet the National Register Criteria for Evaluation. This involves examining the property's age, integrity, and significance, as follows:

- Age and Integrity. Is the property old enough to be considered historic (generally at least 50 years old) and does it still look much the way it did in the past?

- Significance. Is the property associated with events, activities, or developments that were important in the past? With the lives of people who were important in the past? With significant architectural history, landscape history, or engineering achievements? Does it have the potential to yield information through archeological investigation about our past? (NPS, n.d.)

Nominations can be submitted to a State Historic Preservation Officer (SHPO) from property owners, historical societies, preservation organizations, governmental agencies, and other individuals or groups. The SHPO notifies affected property owners and local governments and solicits public comment. If the owner (or a majority of owners for a district nomination) objects, the property cannot be listed but may be forwarded to the National Park Service (NPS) for a Determination of Eligibility (DOE). Listing in the National Register of Historic Places provides formal recognition of a property's historical, architectural, or archeological significance based on national standards used by every state. (NPS, n.d.)

Under Federal Law, the listing of a property in the National Register places no restrictions on what a non-federal owner may do with their property up to and including destruction, unless the property is involved in a project that receives Federal assistance, usually funding or licensing/permitting. National Register listing does not lead to public acquisition or require public access. (NPS, n.d.)

B. State Regulations

1. California Register of Historic Resources

The State Historical Resources Commission has designed this program for use by state and local agencies, private groups, and citizens to identify, evaluate, register, and protect California's historical resources. The Register is the authoritative guide to the state's significant historical and archeological resources. The California Register program encourages public recognition and protection of resources of architectural, historical, archeological, and cultural significance; identifies historical resources for state and local planning purposes; determines eligibility for state historic preservation grant funding; and affords certain protections under CEQA. (OHP, n.d.)

In order for a resource to be included on the Register of Historic Resources, the resources must meet one of the following criteria:

- Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (Criterion 1);

- Associated with the lives of persons important to local, California or national history (Criterion 2);

- Embodies the distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values (Criterion 3); or

- Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation (Criterion 4). (OHP, n.d.)

For resources included on the Register of Historic Resources, environmental review may be required under CEQA if property is threatened by a project. Additionally, local building inspectors must grant code alternatives provided under the State Historical Building Code. Further, the local assessor may enter into contracts with property owners for property tax reduction pursuant to the Mills Act. A property owner also may place his or her own plaque or marker at the site of the resource. (OHP, n.d.) Consent of the owner is not required, but a resource cannot be listed over an owner's objections. The State Historical Resources Commission (SHRC) can, however, formally determine a property eligible for the California Register if the resource owner objects. (OHP, n.d.)

2. State Health and Safety Code

California Health and Safety Code (HSC) § 7050.5(b) requires that excavation and disturbance activities must cease "In the event of discovery or recognition of any human remains in any location other than a dedicated cemetery…" until the coroner can determine the circumstances, manner, and cause of any death. The coroner is then required to make recommendations concerning the treatment and disposition of the human remains. Further, this section of the code makes it a misdemeanor to intentionally disturb, mutilate or remove interred human remains. § 7051 specifies that the removal of human remains from "internment or a place of storage while awaiting internment" with the intent to sell them or to dissect them with "malice or wantonness" is a public offense punishable by imprisonment in a state prison. Lastly, HSC §§ 8010-8011 establish the California Native American Graves Protection and Repatriation Act consistent with the federal law addressing the same. The Act stresses that "all California Indian human remains and cultural items are to be treated with dignity and respect." It encourages voluntary disclosure and return of remains and cultural items by publicly funded agencies and museums in California. It also outlines the need for aiding California Indian tribes, including non-federally recognized tribes, in filing repatriation claims.

3. California Code of Regulations Section 15064.5

The California Code of Regulations, Title 14, Chapter 3, § 15064.5 (the State CEQA Guidelines) establishes the procedure for determining the significance of impacts to archeological and historical resources, as well as classifying the type of resource. Cultural resources are aspects of the environment that require identification and assessment for potential significance. The evaluation of cultural resources under CEQA is based upon the definitions of resources provided in CEQA Guidelines § 15064.5, as follows:

- *A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4850 et seq.).*
- *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 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.

- *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 (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) including the following:*
  - *Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;*
  - *Is associated with the lives of persons important in our past;*
  - *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; or*
  - *Has yielded, or may be likely to yield, information important in prehistory or history.*
- *The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.*

C. Regional Policies

There are no regional policies that relate to cultural resources.

D. City General Plan Policies

The General Plan policies that are related to cultural resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this *EIR*.

4.4.4 METHODOLOGY

The information in this Subsection contains an evaluation of the Project's potential impacts on cultural resources. The majority of the analysis presented herein is based on information obtained from the Project's *Phase I Cultural Resources Survey* (*Technical Appendix H* to this EIR). The *Phase I Cultural Resources Survey* includes a field survey which covered all areas of the Project, a records search conducted by the EIC at University of California Riverside, a review and integration of previous

studies, statutory requirements, and overall results of the monitoring program and significance evaluation, and a review of the Sacred Lands File by the Native American Heritage Commission.

4.4.5 BASIS FOR DETERMINING SIGNIFICANCE

Section V of Appendix G to the CEQA Guidelines addresses typical adverse effects to cultural resources. In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to cultural resources. Based on these significance thresholds, a project would have a significant impact on cultural resources if it would:

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; and*

c. *Disturb any human remains, including those interred outside of formal cemeteries.*

4.4.6 IMPACT ANALYSIS

Threshold a: ***Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to historical resources.

No PPPs occur that are related to historical resources.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of historical resources.

B. Impact Analysis

For purposes of CEQA, a historic resource is any object, building, structure, site, area, place, record, or manuscript listed in or eligible for listing in the CRHR (PRC §5024.1, Title 14 CCR, §4852). A resource is eligible for listing in the CRHR if it meets any of the following criteria:

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

2) Is associated with the lives of persons important in our past;

3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; and or

4) Has yielded, or may be likely to yield, information important to prehistory or history.

As part of the Project-specific Phase I Cultural Resource Surfy, through a search of existing records, additional background research, and a pedestrian field survey, *BFSA* evaluated whether any historic resources exist at the Project site.

C. Records Search and Surveys

1. EIC Records Search

A cultural records search for the Project site and the surrounding area within a one-mile radius was conducted at the EIC at UCR. The search results identified 76 cultural resources within one mile of the Project, however, none of which are located within the Project site. Two resources, a historic water conveyance system with an associated trash scatter and a historic isolated artifact (RIV-3499H and P-33-024777, respectively), are mapped adjacent to, but outside of, the western boundary of the Project siteAn additional two resources, a segment of the historic West Riverside Canal and a spur of the historic Union Pacific Railroad (RIV-5044H and RIV-7325, respectively), run between the eastern and western parcels that comprise the Project. For a list of cultural resources within one mile of the Project site, see Table 5.1-1 of *Technical Appendix H*. (BFSA, 2021, p. 5.0-1)

Of the remaining resources 43 are historic, and include three historic reservoir sites; two historic power transmission lines with associated utility poles; 21 single-family residences; one historic commercial building; one residential property consisting of two single-family residences and a multi-family residence; one single-family residence with associated structure pads; one historic foundation and stacked rock features; one historic foundation with associated building remains and concrete swimming pool; three historic trash scatters; one historic cave/mine; one historic borrow pit; one isolated water tank; the historic Riverside Cement Company (California Point of Historical Interest [CHPI] No. RIV-047); the historic Jurupa Ditch; the historic Emerald Meadows horse ranch; and three historic isolates. Two of the sites are multicomponent, consisting of both prehistoric and historic artifacts, and include one prehistoric bedrock milling feature site with a historic isolated artifact and one prehistoric rock shelter complex with historic rock art. (BFSA, 2021, p. 5.0-1)

2. Pedestrian Field Survey

During the pedestrian field survey conducted on January 28, 2020, the entire property was accessible and approximately 60 percent of the ground surface was visible, depending on vegetation growth. The property was characterized primarily by a flat floodplain area bounded on the west and northwest by foothills that have been heavily impacted by mining activities. Although bedrock outcrops were observed during the survey, all boulders appeared to have been pushed from their original locations by mining activities, and no milling surfaces or cupules were observed. Vegetation within the project was minimal consisting primarily of non-native weeds and grasses and areas of inland sage scrub.

The majority of the Project site has been disturbed by mining activities in the western and northwestern portions with disking in the flat areas. In addition, the parcel located at the southwest corner of Avalon Street and 26th Street (APN 178-080-009) was previously disturbed by the construction of the church complex and parking lot in 1990. There were no historical resources identified on the Project site. (BFSA, 2021, p. 5.0-4)

Previously recorded historic resources, RIV-5044H and RIV-7325, are located on separate parcels that run from north to south between the eastern and western portions of the property. Despite their proximity to the Project, they are not included as part of the development. Both previously recorded resources were identified during the survey and confirmed to be outside of the impact area. Both resources were previously evaluated as ineligible for inclusion in the NRHP and CRHR based upon a lack of integrity; as such, no direct or indirect adverse impacts to significant historical resources will occur as a result of the project. (BFSA, 2021, p. 5.0-4)

Previously recorded historic resources RIV-3499H (a historic water conveyance system with an associated trash scatter) and P-33-024777 (a historic isolated artifact) are mapped adjacent to, but outside of, the western boundary of the project. Despite their proximity to the project, they are not included as part of the development. Both previously recorded resources were confirmed to be outside of the subject property. Regardless, RIV-3499H was previously evaluated "as not significant in 1988" and "did not qualify as a historical resource pursuant to CEQA" in 2005. The identified isolate, P-33-024777, and isolates in general, are not considered significant resources. (BFSA, 2021, p. 5.0-4) Therefore, impacts to historical resources would be less than significant.

D. Significance Before Mitigation

Less than significant.

E. Mitigation Measures

Mitigation is not required.

F. Significance After Mitigation

Less than significant.

Threshold b: ***Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?***

A. Plans, Policies, Programs (PPPs) and Project Design Features

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to cultural resources.

No PPPs occur that are related to archaeological resources.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

As noted above, the records searches conducted at ECI resulted in 76 cultural resources being recorded within 1 mile of the Project site; 27 of the resources are prehistoric, and include 15 prehistoric bedrock milling feature sites; five prehistoric possible rock shelters, two of which have associated ceramic scatters, one of which has an associated lithic scatter, one of which contains a possible prehistoric hearth feature, and one of which has no associated artifacts or features; and seven prehistoric isolated artifacts. Two sites are multicomponent, consisting of both prehistoric and historic artifacts, and include one prehistoric bedrock milling feature site with a historic isolated artifact and one prehistoric rock shelter complex with historic rock art. (BFSA, 2021, p. 5.0-4)

The Phase I cultural resources field survey of the Project site did not identify any archaeological resources within the Project area, nor were any archaeological sites recorded within the property on the record search results from the EIC. The records search indicated that there had been seven previous surveys involving the Project site and the results were also negative. Based upon a field survey of unobstructed ground surface and areas of exposed excavations associated with the prior mining operations, there does not appear to be any potential to encounter archaeological deposits within the Project. Since no archaeological resources have been identified within the Project site, after several surveys, there is no potential to encounter buried archaeological deposits, during grading activities. (BFSA, 2021, p. 6.0-1)

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold c: Would the Project disturb any human remains, including those interred outside of formal cemeteries?

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to cultural resources.

The following PPP applies to the Project and would reduce impacts relating to cultural resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.4-1 The Project is required to comply with the applicable provisions of California Health and Safety Code §7050.5 as well as Public Resources Code §5097 et. seq.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to human remains.

B. Impact Analysis

The Project site does not contain a cemetery and no known cemeteries are located within the immediate site vicinity. Field surveys conducted on the Project site did not identify the presence of any human remains and no human remains are known to exist beneath the surface of the Project site. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction.

If human remains are unearthed during Project construction, the construction contractor would be required by law to comply with California Health and Safety Code, § 7050.5, "Disturbance of Human Remains." According to § 7050.5(b) and (c), if human remains are discovered, the County Coroner must be contacted and if the Coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, the Coroner is required to contact the NAHC by telephone within 24 hours. Pursuant to California Public Resources Code § 5097.98, whenever the NAHC receives notification of a discovery of Native American human remains from a

county coroner, the NAHC is required to immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site. According to Public Resources Code § 5097.94(k), the NAHC is authorized to mediate disputes arising between landowners and known descendants relating to the treatment and disposition of Native American human burials, skeletal remains, and items associated with Native American burials.

It is not expected that human remains will be unearthed during construction activities, although a remote potential exists. With mandatory compliance to California Health and Safety Code § 7050.5 and Public Resources Code § 5097.98, any potential impacts to human remains, including human remains of a Native American descent, would be less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.4.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project site in conjunction with other development projects in the vicinity of the Project site that are located in the northwestern area of Riverside County. These areas have a potential to yield cultural resources that have affiliation with the cultural context of the Project site.

As discussed, there are no above-ground historical resources are located on the Project site as discussed under Threshold a. Further, as discussed under Threshold b, there are no significant archaeological resources located on the Project site. Impacts to previously undiscovered subsurface archeological resources are typically site specific. There no immediately adjacent related projects which would result in a cumulatively considerable impact to archaeological resources.

Due to mandatory compliance required of all ground-disturbing construction activities with the provisions of the California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq., human remains would be assured proper treatment if encountered. Because all other

development projects within the City of Jurupa Valley and elsewhere in the region similarly would be required to comply with State law, any cumulative impact associated with the discovery of human remains would be reduced to below a level of significance.

4.5 ENERGY

The analysis in this Subsection is primarily based on a memorandum prepared by Urban Crossroads titled, *Energy Impact Analysis*, dated December 18, 2020 and included as *Technical Appendix I* to this EIR (Urban Crossroads, 2020d). Refer to Section 7.0, *References*, for a complete list of reference sources.

4.5.1 EXISTING CONDITIONS

A. Electricity Consumption

Under existing conditions, the Project site is predominantly undeveloped but contains a vacant church building; therefore, there is currently no electricity consumed within the Project site. The Project site is located within the service area of Southern California Edison (SCE). SCE provides electricity to a population of more than 15 million within a service area encompassing approximately 50,000 square miles. SCE generates electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers. (SCE, 2019)

B. Natural Gas Consumption

As mentioned above, the Project site is predominantly undeveloped but contains a vacant church building; therefore, there is currently no natural gas consumed within the Project site. The Project site is located within the service area of the Southern California Gas Company (SoCalGas), which is regulated by the California Public Utilities Commission (CPUC). The CPUC regulates natural gas utility service for approximately 11 million customers and oversees utility purchases and transmission of natural gas to ensure reliable and affordable natural gas deliveries to existing and new consumers throughout the State of California. Based on the most recent available public data, California customers receive 38% of their natural gas supply from basins located in the Southwest, 27% from Canada, 27% from the Rocky Mountains, and 8% from basins located within California. (CPUC, 2020)

C. Transportation Energy/Fuel Consumption

The Project would generate additional vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In March 2019, the Department of Motor Vehicles (DMV) identified 36.4 million registered vehicles in California, and those vehicles consume an estimated 17.8 billion gallons of fuel each year. Gasoline (and other vehicle fuels) are commercially provided commodities and would be available to the Project patrons and employees via commercial outlets.

California's on-road transportation system includes 394,383 land miles, more than 27.5 million passenger vehicles and light trucks, and almost 8.1 million medium- and heavy-duty vehicles. While gasoline consumption has been declining since 2008, it is still by far the dominant fuel. Petroleum comprises about 91% of all transportation energy use, excluding fuel consumed for aviation and most

marine vessels. Nearly 17.8 billion gallons of on-highway fuel are burned each year, including 14.6 billion gallons of gasoline (including ethanol) and 3.2 billion gallons of diesel fuel (including biodiesel and renewable diesel). In 2019, Californians also used 194 million cubic feet of natural gas as a transportation fuel, or the equivalent of 183 billion gallons of gasoline.

4.5.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to energy. Additionally, no comments related to energy were received during the public scoping period.

4.5.3 REGULATORY FRAMEWORK

A. State Regulations

1. Integrated Energy Policy Report

Senate Bill 1389 requires the California Energy Commission (CEC) to prepare a biennial integrated energy policy report that assesses major energy trends and issues facing California's electricity, natural gas, and transportation fuel sectors and provides policy recommendations. The 2016 Integrated Energy Policy Report Update (2016 IEPR Update), focuses on next steps for transforming transportation energy use in California. The 2016 IEPR Update addresses the role of transportation in meeting state climate, air quality, and energy goals; the Alternative and Renewable Fuel and Vehicle Technology Program; current and potential funding mechanisms to advance transportation policy; the status of statewide plug-in electric vehicle infrastructure; challenges and opportunities for electric vehicle infrastructure deployment; measuring success and defining metrics within the Alternative and Renewable Fuel and Vehicle Technology Program; market transformation benefits resulting from Alternative and Renewable Fuel and Vehicle Technology Program investments; the state of hydrogen, zero-emission vehicle, biofuels, and natural gas technologies over the next ten years; transportation linkages with natural gas infrastructure; evaluation of methane emissions from the natural gas system and implications for the transportation system; changing trends in California's sources of crude oil; the increasing use of crude-by-rail in California; the integration of environmental information in renewable energy planning processes; an update on electricity reliability planning for Southern California energy infrastructure; and an update to the electricity demand forecast.

2. State of California Energy Plan

The CEC is responsible for preparing the State Energy Plan, which identifies emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The Plan 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 and encouragement of urban designs that reduce vehicle miles traveled and accommodate pedestrian and bicycle access.

3. California Code Title 24, Part 6, Energy Efficiency Standards

California Code Title 24, Part 6 (also referred to as the California Energy Code), was promulgated by the CEC in 1978 in response to a legislative mandate to create uniform building codes to reduce California's energy consumption. To these ends, the California Energy Code provides energy efficiency standards for residential and nonresidential buildings. According to the CEC, the Energy Commission's energy efficiency standards have saved Californian's billions in reduced electricity bills since 1977.

The newest 2019 version of Title 24 was adopted by the CEC and became effective on January 1, 2020. The CEC indicates that the 2019 Title 24 standards will continue to improve energy efficiency of newly constructed buildings and alterations by focusing on four key areas: 1) smart residential photovoltaic systems; 2) updated thermal envelope standards (preventing heat transfer from the interior to exterior and vice versa); 3) residential and nonresidential ventilation requirements; 4) and nonresidential lighting requirements. Under the 2019 standards, nonresidential buildings will be 30 percent more energy efficient compared to the 2016 standards. Although the 2019 standards do not achieve zero net energy, it is the last of three updates to move California toward achieving that goal. The 2019 California Energy Code has been adopted by the City of Jurupa Valley in Title 8 of the City's Municipal Code, except as amended therein (City of Jurupa Valey, 2019).

4. California Code Title 24, Part 11, Green Building Standards

On July 17, 2008, the California Building Standards Commission adopted the nation's first green building standards. The California Green Building Standards Code (California Code of Regulations Title 24, Part 11, known as "CALGreen") was adopted as part of the California Building Standards Code. It includes mandatory requirements for new residential and nonresidential buildings throughout California. CALGreen is intended to (1) reduce GHG emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The mandatory provisions of the California Green Building Code Standards became effective January 1, 2011 and were last updated in 2016. The 2016 Standards became effective on January 1, 2017. On October 3, 2018, the CEC adopted the 2019 CALGreen, which became effective January 1, 2020.

Overall, the code is established to reduce construction waste, make buildings more efficient in the use of materials and energy, and reduce environmental impact during and after construction. CALGreen contains requirements for construction site selection; stormwater control during construction; construction waste reduction; indoor water use reduction; material selection; natural resource conservation; site irrigation conservation; and more. The code provides for design options allowing the designer to determine how best to achieve compliance for a given site or building condition. The code also requires building commissioning, which is a process for verifying that all building systems

(e.g., heating and cooling equipment and lighting systems) are functioning at their maximum efficiency.

5. California Solar Rights and Solar Shade Control Acts

The Solar Rights Act sets parameters for establishing solar easements, prohibits ordinances and private covenants which restrict solar systems, and requires communities to consider passive solar and natural heating and cooling opportunities in new construction. This Act is applicable to all California cities and counties. California's solar access laws appear in the state's Civil, Government, Health and Safety, and Public Resources Codes. California Pub Res Code § 25980 sets forth the Solar Shade Control Act, which encourages the use of trees and other natural shading except in cases where the shading may interfere with the use of active and passive solar systems.

6. California Renewable Portfolio Standard (SB 1078, SB 350 and SB 100)

SB 1078 requires electricity retailers to increase the amount of energy obtained from eligible renewable energy resources to 20 percent by 2010 and 33 percent by 2020. Additionally, former Governor Edmund G. Brown, Jr. signed into legislation Senate Bill (SB) 350 in October 2015, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from eligible renewable energy resources by 2030. On September 10, 2018, Governor Brown signed SB 100, which replaces the SB 350 requirements. Under SB 100, the RPS for public owned facilities and retail sellers consist of 44 percent renewable energy by 2024, 52 percent by 2027, and 60 percent by 2030. Additionally, SB 100 also established a new RPS requirement of 50 percent by 2026. Furthermore, the bill also establishes an overall state policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all state agencies by December 31, 2045. Under the bill, the state cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

The California Energy Commission (CEC) and the CPUC work collaboratively to implement the RPS. The CPUC implements and administers Renewable Portfolio Standards (RPS) compliance rules for California's retail sellers of electricity, which include investor-owned utilities (IOU), public owned utilities (POUs), electric service providers (ESP) and community choice aggregators (CCA). The CEC is responsible for the certification of electrical generation facilities as eligible renewable energy resources, and adopting regulations for the enforcement of RPS procurement requirements of POUs. In 2016, California's three large IOUs (Pacific Gas and Electric, Southern California Edison, and San Diego Gas and Electric) collectively served 34.76% of their retail electricity sales with renewable power. The IOU's utilize a mix of RPS resources such a wind, solar PV, solar thermal, hydroelectricity, geothermal, and bioenergy to meet their renewable procurement targets. Southern California Edison (the IOU that provides electricity to the Project site) served 28% of their retail electricity sales with renewable power in 2016.

B. City General Plan Policies

The General Plan policies that are related to energy resources and apply to the proposed Project are listed in a General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this EIR.

4.5.4 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to energy resources. Based on these significance thresholds, a project would have a significant impact on energy resources if it would:

- *Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation;*

- *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.*

4.5.5 METHODOLOGY

Information from the CalEEMod Version 2016.3.2 outputs for the *Air Quality Impact Analysis* (Urban Crossroads, Inc.) (See *Technical Appendix B*) was utilized in this analysis, detailing Project related construction equipment, transportation energy demands, and facility energy demands.

On October 17, 2017, the SCAQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the CalEEMod Version 2016.3.2. The purpose of this model is to calculate construction-source and operational-source criteria pollutants and GHG emissions from direct and indirect sources as well as energy usage. Accordingly, the latest version of CalEEMod has been used to determine the proposed Project's anticipated transportation and facility energy demands (Urban Crossroads, 2020d, p. 22).

On August 19, 2019, the EPA approved the 2017 version of the EMissions FACtor model (EMFAC) web database for use in State Implementation Plan and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. This energy study utilizes the different fuel types for each vehicle class from the annual EMFAC2017 emission inventory in order to derive the average vehicle fuel economy which is then used to determine the estimated annual fuel consumption associated with vehicle usage during Project construction and operational activities. For purposes of analysis, the 2021 through 2023 analysis years were utilized to determine the average vehicle fuel economy used throughout the duration of the Project (Urban Crossroads, 2020d, pp. 22-23).

4.5.6 IMPACT ANALYSIS

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

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to energy consumption.

The following apply to the Project and would reduce impacts relating to energy consumption. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.5-1 Prior to the issuance of a building permit, the Building and Safety Department will ensure that the Project is designed, constructed and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards and CCR Title 24 CALGreen Standards.

PPP 4.5-2 Construction vehicle operators are required to comply with CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, which limits idling times of construction vehicles to no more than five minutes. Prior to issuance of grading permit, the City shall verify that grading plans contain the following note; "A sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling."

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby reducing energy demand. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project.

B. Impact Analysis

1. Construction Energy Use

The anticipated construction schedule assumes that the Project would be constructed over an approximately 17-month period, and would require site preparation, grading, building construction, paving, and architectural coating. Energy consumed during the construction period would be required

for the manufacture and transportation of building materials and for preparation of the Project site for grading activities and building construction. Petroleum fuels (e.g. diesel, gasoline) would be the primary sources of energy for these activities.

Construction equipment used by the Project would result in single event consumption of approximately 172,200 gallons of diesel fuel. Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies (Urban Crossroads, 2020d, p. 25).

Construction worker trips for full construction of the Project would result in the estimated fuel consumption of 77,008 gallons of fuel for LDT1s and 81,192 gallons of fuel for LDT2s, totaling 158,200 gallons of fuel. Construction worker trips would represent a single-event gasoline fuel demand and would not require on-going or permanent commitment of fuel resources for this purpose (Urban Crossroads, 2020d, pp. 27-28). Additionally, fuel consumption from construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 1,499,451 VMT along area roadways for the duration of the construction activity. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT) and 50% are from heavy-heavy duty trucks (HHDT). Construction vendor trips would generate a total of 178,016 gallons of fuel (Urban Crossroads, 2020d, p. 30).

The equipment used for Project construction would conform to CARB regulations and California emissions standards. There are no unusual Project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the Project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The Project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants (TAC). Compliance with anti-idling and emissions regulations would result in a more efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, certain incidental construction-source energy efficiencies would likely accrue through implementation of California regulations and best available control measures (BACM). More specifically, CCR Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful

consumption of fuel due to unproductive idling of construction equipment. To this end, "grading plans shall reference the requirement that a sign shall be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling" (see PPP 4.5-2). In this manner, construction equipment operators are informed that engines are to be turned off at or prior to five minutes of idling. Enforcement of idling limitations is realized through periodic site inspections conducted by City building officials, and/or in response to citizen complaints.

Indirectly, construction energy efficiencies and energy conservation would be achieved for the proposed development through energy efficiencies realized from bulk purchase, transport and use of construction materials. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials as well as the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations (Urban Crossroads, 2020d, pp. 31-32).

The estimated power cost of on-site electricity usage during the construction of the Project is assumed to be approximately $213,657.66. Additionally, based on the assumed power cost, it is estimated that the total electricity usage during the entire course of construction is calculated to be approximately 3,814,634 kWh (Urban Crossroads, 2020d, p. 24). Energy usage on the Project site during construction would be temporary in nature and would be relatively small in comparison to the State's available energy sources. Therefore, construction activities would not result in the wasteful, inefficient, or unnecessary consumption of energy resources. Energy impacts would be less than significant and no mitigation would be required.

2. Operation Energy Use

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Energy Demands

As shown on Table 4.5-1, *Project-Generated Traffic Annual Fuel Consumption and VMT*, the Project would generate an estimated 17,696,028 annual VMT along area roadways for all vehicle types with full build-out of the Project and consume 1,257,995 gallons of fuel. It is estimated that 187,867 gallons of fuel will be consumed from Project generated Light-Duty Autos (LDAs) trips, 14,779 gallons from Project generated Light-Duty Trucks (LDT1s) trips, 60,657 gallons from Project generated Medium-Duty Vehicles (MDVs) trips, 56,408 gallons from Project generated Light-Heavy Duty Trucks (LHDTs) trips, 79,058 gallons from Project generated Medium-Heavy Duty Trucks (MHDTs), and 779,183 gallons from Project Generated Heavy-Heavy Duty Trucks (HHDTs) (Urban Crossroads, 2020d, pp. 32-35).

Table 4.5-1 Project-Generated Traffic Annual Fuel Consumption and VMT

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption (gallons)
LDA	6,347,276	187,867
LDT1	419,469	14,779
LDT2	2,162,821	80,043
MDV	1,301,376	60,657
LHDT	822,395	56,408
MHDT	848,972	79,058
HHDT	5,793,719	779,183
Total (All Vehicles)	**17,696,028**	**1,257,995**

Source: (Urban Crossroads, 2020d, Table 4-19)

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other industrial uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excess and wasteful vehicle energy consumption compared to other industrial land uses (Urban Crossroads, 2020d, p. 38).

Enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption. In compliance with the California Green Building Standards Code and City requirements, the Project would promote the use of bicycles as an alternative mean of transportation by providing short-term and/or long-term bicycle parking accommodations. As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2020d, p. 38).

Facility Energy Demands

Project building operations and Project site maintenance activities would result in the consumption of natural gas and electricity. Natural gas would be supplied to the Project by SoCalGas; electricity would be supplied to the Project by SCE. The Project's operation would generate an annual natural gas demand of approximately 2,848,740 kBTU and an annual electricity demand of 2,830,788 kWh (Urban Crossroads, 2020d, p. 35).

The Project proposes conventional industrial 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 industrial land use projects of similar scale and configuration. Additionally, the Project will comply with the applicable

Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary (Urban Crossroads, 2020d, p. 38).

Conclusion

As supported by the preceding analyses, Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Energy consumption by the Project would be relatively small in comparison to the State's available energy sources and would not impact supply. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California, and impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: ***Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to energy consumption.

PPP 4.5-1 (listed under Threshold (a)) applies to the Project and would reduce impacts relating to energy. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby reducing energy demand. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant

landscaping, and water efficient irrigation systems, which would reduce energy demand by requiring a reduced water demand for the Project.

B. Impact Analysis

The Project's consistency with applicable state and local plans is shown in Table 4.5-2, *State and Local Energy Plan Consistency Analysis*, below.

Table 4.5-2 State and Local Energy Plan Consistency Analysis

State or Local Plan	Analysis	Conflict
Integrated Energy Policy Report (IEPR)	Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2019 IEPR.	No
State of California Energy Plan	The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan.	No
California Code Title 24, Part 6, Energy Efficiency Standards	The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards. It should be noted that the CEC anticipates that nonresidential buildings will use approximately 30% less energy compared to the prior code. As such, the CalEEMod defaults for Title 24 – Electricity and Lighting Energy were reduced by 30% in order to reflect consistency with the 2019 Title 24 standard.	No
CALGreen	The Project is required to comply with the CALGreen Code, as required by the City's Municipal Code Section 8.05.010 (see PPP 4.5-1).	No
Renewable Portfolio Standard (RPS)	California's Renewable Portfolio Standard is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS.	No
SB 350	The proposed Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new industrial developments and would include several measures designed to reduce energy consumption.	No

Source: (Urban Crossroads, 2020d, pp. 39-40)

As shown above, the Project would not conflict with any of the state or local plans. As such, a less than significant impact is expected.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.5.7 CUMULATIVE IMPACT ANALYSIS

The proposed Project and cumulative development projects in the City of Jurupa Valley and service areas of Southern California Edison and SoCal Gas would be required to comply with all of the same applicable federal, State, and local regulatory measures aimed at reducing fossil fuel consumption and the conservation of energy. Accordingly, the Project would not cause or contribute to a significant cumulatively considerable impact related to conflicts with a State or local plan for renewable energy or energy efficiency.

4.6 GEOLOGY AND SOILS

The following analysis is based on information obtained from the technical reports entitled, *Geotechnical Engineering Investigation*, prepared on May 19, 2021 for the Project site by TGR Geotechnical, Inc. (TGR, 2021) (*Technical Appendix J* to this EIR); the *Paleontological Assessment* prepared on February 4, 2020 by Brian F. Smith and Associates (BFSA, 2020b) (*Technical Appendix K* to this EIR); the *Preliminary Water Quality Management Plan* prepared on October 7, 2020 by Thienes Engineering (Thienes Engineering, 2020) (*Technical Appendix O* to this EIR); the *Supplemental Soil Infiltration Study*, prepared on January 29, 2019 for the Project site by NorCal Engineering (NorCal Engineering, 2019) (*Technical Appendix P* to this EIR); the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); and, the Santa Ana Regional Water Quality Control Board Basin Plan (SARWQCB, 2019). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.6.1 ENVIRONMENTAL SETTING

The Project site topography is generally flat in the southern portion of the site but slopes upward along the west property line into the Jurupa Mountains. The northern area of the mining operations slopes generally east with some terraces around the granite outcrop. The Project site's elevation has a high point of approximately 946 feet above mean sea level (amsl) in the north portion of the site and a low point of approximately 873 feet amsl in the west. Additionally, a pile of rubble is located on the northeastern portion of the site which features a peak of approximately 998 feet amsl.

A. Regional Geologic Setting

The City is located within the Chino Basin of the northern portion of the Peninsular Range Geomorphic Province of California. This geomorphic province is characterized by a series of northwest trending mountain ranges separated by valleys. The bedrock core of this area consists predominately of granitic intrusive rocks which have intruded older metamorphic rocks. The Jurupa Mountains, just west of the Project site, contain more resistant bedrock composed of granodiorite and older metamorphic rocks (City of Jurupa Valley, 2017b).

B. Earthquake Faults

The Project site lies outside of any Alquist Priolo Special Studies Zone. Although all of southern California is a seismically active region that has been subject to major earthquakes in the past, there are no known active faults in Jurupa Valley. The nearest fault, the Rialto-Colton Fault, is located approximately five (5) miles northeast of the Project site. Other faults nearby include the San Jacinto mapped approximately 6.0 miles northeast of the Project site, Red Hill-Etiwanda and Sierra Madre fault mapped approximately 11.5 miles north of the Project site and San Andreas Fault is approximately 13 miles northeast of the Project site. (TGR, 2021)

C. Soils

The Project site is underlain by fill soils, disturbed topsoil, and natural soil/bedrock zones. (TGR, 2021)

1. Fill Soils

Fill and disturbed top soils generally classifying as silty sands with some gravel, organics, and minor debris were encountered across the site to depths ranging from 6 to 18 inches. These soils were noted to be dry to damp and loose in most cases. (TGR, 2021)

2. Natural Soils

Native, undisturbed soils classifying as silty sand with some clay and gravel were encountered beneath the upper low-density soils in the southerly portion of the site. The native soils as encountered were generally observed to be medium dense and damp. Silt, sand, and clay content varied slightly with depth of excavation. (TGR, 2021)

Bedrock materials classifying as a massive granite were encountered in excavations in the northerly portion of the Project site. These materials were noted to be slightly weathered and dense to hard. It should be noted that although difficult to excavate with a backhoe, the mining operations operated without any blasting of the rock, instead using large excavators and other equipment to excavate and crush the rock. Some large boulders were noted in the mining area and more boulders can be anticipated to be encountered during the site grading. (TGR, 2021)

D. Groundwater

Groundwater was not encountered in any of the test excavations. Research of the California Department of Water Resources website showed a depth to groundwater of 80 feet or greater at a nearby monitoring well located one-half mile south of the site. (TGR, 2021)

E. Secondary Seismic Hazards

Secondary seismic hazards generally associated with severe ground-shaking during an earthquake include: liquefaction, seiches and tsunamis, earthquake induced flooding, landsliding, slope stability, seismic-induced settlement, and lateral spreading, each of which is discussed below.

1. Liquefaction Evaluation

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High-intensity ground motion. Effects of liquefaction can include sand boils, settlement, and bearing capacity failures below foundations.

Due to the absence of shallow groundwater and the relatively high density of subsurface soils, high shear wave velocity and bedrock outcrop, the potential for liquefaction is considered negligible. (TGR, 2021)

2. Seiches and Tsunamis

The Project site is located approximately 40.8 miles northeast of the Pacific Ocean and is not located in the vicinity of any other large water bodies. There is no potential for the Project site to be affected by a seiche or tsunami (earthquake-generated wave) due to the absence of any large bodies of water near the site (Google Earth Pro, 2020).

3. Earthquake Induced Flooding

There are no large water storage facilities (i.e. dams) located on or near the Project site which could possibly rupture during an earthquake and affect the site by flooding (Google Earth Pro, 2020). Moreover, the Project site is not located within a designated dam inundation zone. (DWR, 2021)

4. Seismically-Induced Landsliding

The Project site, as well as surrounding properties, are relatively flat in the south and southwesterly areas with a step up in elevation along the eastern portion of the Project site. There are no prominent hillsides occurring in the Project vicinity. Due to the low relief of the Project site and surrounding region, the potential for landslides to occur at the Project site is considered low (City of Jurupa Valley, 2017b).

5. Slope Stability

The areas surrounding the Project site are relatively flat and predominantly built out with industrial, residential, and commercial land uses. Large boulders were noted on the Project site, and it is likely that some large boulders will be encountered during excavation. However, no adverse bedrock or other conditions were encountered in the field which would adversely impact stability of slopes at the site.

6. Seismically-Induced Settlement

Ground accelerations generated from a seismic event can produce settlements in sands or in granular earth materials both above and below the groundwater table. This phenomenon is often referred to as seismic settlement and is most common in relatively clean sands, although it can also occur in other soil materials. Due to the presence of high density of subsurface soils and bedrock, the total seismic settlement at the Project site is estimated to be negligible. (TGR, 2021)

7. Lateral Spreading

Seismically induced lateral spreading involves primarily movement of earth materials due to earth shaking. Lateral spreading is demonstrated by near-vertical cracks with predominantly horizontal movement of the soil mass involved. Due to the absence of seismically induced liquefaction and the

presence of granitic bedrock, the potential for lateral spreading at the Project site is considered very low. (TGR, 2021)

4.6.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to geology and/or soils. Additionally, no comments related to geology and/or soils were received during the public scoping period.

4.6.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations governing issues related to geology, soils, and paleontological resources.

A. Federal Regulations

1. Federal Water Pollution Control Act (Clean Water Act)

The Federal Water Pollution Control Act (also known as the Clean Water Act (CWA)) is the principal federal statute that addresses water resources. The provision of the CWA applicable to geology and soils is CWA Section 402, which applies to all construction sites of over one acre in size and, in part, serves to control the potential impacts of erosion. CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The CWA Section 402 would be applicable to the proposed Project because the Project site is larger than one acre in size.

B. State Regulations

1. Alquist-Priolo Earthquake Fault Zoning Act (A-P Act)

The Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The A-P Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. (CGS, n.d.)

The A-P Act requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. ["Earthquake Fault Zones" were called "Special Studies Zones" prior to January 1, 1994.] The maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling new or renewed construction. Local agencies must regulate most development projects within the zones. Projects include all land divisions and most structures for human occupancy. Single family wood-frame and

steel-frame dwellings up to two stories not part of a development of four units or more are exempt. However, local agencies can be more restrictive than state law requires. (CGS, n.d.)

Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings will not be constructed across active faults. An evaluation and written report of a specific site must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (generally 50 feet). (CGS, n.d.)

2. Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) of 1990 (Public Resources Code, Chapter 7.8, § 2690-2699.6) directs the Department of Conservation, California Geological Survey to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. The purpose of the SHMA is to minimize loss of life and property through the identification, evaluation, and mitigation of seismic hazards. (CGS, n.d.)

Staff geologists in the Seismic Hazard Zonation Program gather existing geological, geophysical, and geotechnical data from numerous sources to produce the Seismic Hazard Zone Maps. They integrate and interpret these data regionally in order to evaluate the severity of the seismic hazards and designate as Zones of Required Investigation (ZORI) those areas prone to liquefaction and earthquake–induced landslides. Cities and counties are then required to use the Seismic Hazard Zone Maps in their land use planning and building permit processes. (CGS, n.d.)

The SHMA requires site-specific geotechnical investigations be conducted within the Zones of Required Investigation to identify and evaluate seismic hazards and formulate mitigation measures prior to permitting most developments designed for human occupancy. (CGS, n.d.)

3. Natural Hazards Disclosure Act

The Natural Hazards Disclosure Act, effective June 1, 1998 (as amended June 9, 1998), requires that sellers of real property and their agents provide prospective buyers with a "Natural Hazard Disclosure Statement" when the property being sold lies within one or more state-mapped hazard areas, including a Seismic Hazard Zone. (CGS, n.d.)

The law requires the State Geologist to establish regulatory zones (Zones of Required Investigation) and to issue appropriate maps (Seismic Hazard Zone maps). These maps are distributed to all affected cities, counties, and state agencies for their use in planning and controlling construction and development. Single-family frame dwellings up to two stories not part of a development of four or more units are exempt from the state requirements. However, local agencies can be more restrictive than state law requires. (CGS, n.d.)

Before a development permit can be issued or a subdivision approved, cities and counties must require a site-specific investigation to determine whether a significant hazard exists at the site and, if so, recommend measures to reduce the risk to an acceptable level. The investigation must be performed by state-licensed engineering geologists and/or civil engineers. (CGS, n.d.)

4. California Building Standards Code (Title 24)

California Code of Regulations (CCR) Title 24 is reserved for state regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). Health and Safety Code (state law) § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2010, p. 6)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by state law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2010, pp. 6-7).

C. Regional Policies

1. South Coast Air Quality Management District Rule 403

The South Coast Air Quality Management District (SCAQMD) is responsible for enforcing air pollution control measures in the South Coast Air Basin, within which the Project site is located. Rule 403 (Fugitive Dust) addresses blowing dust from construction sites and is applicable to the Project due to the potential for wind erosion during Project grading and construction activities.

D. City General Plan Policies

The specific policies outlined in the City's General Plan Conservation and Open Space Element that are related to geology and soils and that apply to the proposed Project, including Policy COS 3.13 related to on-site stormwater capture, are listed in a General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this *EIR*.

4.6.4 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the

following significance thresholds related to geology and soils. Based on these significance thresholds, a project would have a significant impact on geology and soils if it would:

a. *Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*

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

    2. *Strong seismic ground shaking;*

    3. *Seismic-related ground failure, including liquefaction; and*

    4. *Landslides.*

b. *Result in substantial soil erosion or the loss of topsoil;*

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

d. *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;*

e. *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water; or*

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

4.6.5 IMPACT ANALYSIS

Threshold a:	***Would the Project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: 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); or strong seismic ground shaking; or seismic-related ground failure, including liquefaction; or landslides?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to geology and soils.

The following apply to the Project and would reduce impacts relating to geology and soil resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.6-1 State law requires that the design and construction of new structures comply with current California Building Code requirements which addresses general geologic, seismic, and soil constraints for new buildings, including ground shaking. Prior to grading and building permit issuance, the City shall verify that the following note is included on grading and building plans, and project contractors shall be required to ensure compliance with the note. This note also shall be specified in bid documents issued to prospective construction contractors.

Construction activities shall occur in accordance with all applicable requirements of the California Code of Regulations (CCR), Title 24 (also known as the California Building Standards Code or the California Building Code) in effect at the time of construction.

PPP 4.6-2 Prior to the issuance of grading and building permits, the City Engineering Department and City Building and Safety Department shall review the detailed construction plans to ensure concurrence with the recommendations specified in the Project's Geotechnical Investigation.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

1. Rupture of a Known Earthquake Fault

No active or potentially active faults are known to exist at the Project site and the Project site does not lie within any Alquist-Priolo Earthquake Fault Zones (TGR, 2021) and as shown in the City's General Plan, Figure 8-4, Mapped Fault Zones (City of Jurupa Valley, 2017a). The nearest known active fault is the Rialto-Colton Fault located approximately 5 miles to the northeast of the Project site (TGR, 2021). Because the Project site is not located within an Alquist-Priolo Earthquake Fault Zone and because no known active faults underlie the Project site, the Project site would not be exposed to fault rupture during a seismic event and no impact would occur.

2. Strong Seismic Ground Shaking

As with much of the southern California region, the Project site is located in a seismically active area. The buildings and supporting infrastructure improvements proposed within the Project site would be subject to ground shaking during seismic events along local and regional faults that would occur during the lifetime operation of the proposed Project. Therefore, the Project has the potential to expose people or structures to adverse effects associated with seismic events.

The design and construction of the improvements at the Project site would be subject to the mandatory requirements and standards of the California Building Standards Code (CBSC) Title 24 (CALGreen) and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, which are designed to attenuate the effects of strong ground shaking. Compliance with applicable requirements of CBSC CALGreen and the City of Jurupa Valley Municipal Code would be assured through City review of grading and building permits which would ensure that seismic ground shaking effects are attenuated (these requirements would be required through adherence to PPP 4.6-1 and 4.6-2). The requirements identified in the CBSC CALGreen regulations are designed to ensure that buildings are able to withstand the levels of seismic ground shaking to which the proposed Project would be subject. Accordingly, the Project would have a less than significant impact associated with seismically-induced ground shaking and mitigation is not required.

3. Seismic-Related Ground Failure, Including Liquefaction

Liquefaction is a seismic phenomenon in which loose, saturated, fine-grained granular soils behave similarly to a fluid when subjected to high-intensity ground shaking. Liquefaction occurs when these ground conditions exist: 1) Shallow groundwater; 2) Low density, fine, clean sandy soils; and 3) High-intensity ground motion. As previously stated, the potential for liquefaction at the Project site is low due to the absence of shallow groundwater and the relatively high density of subsurface soils, high shear wave velocity and bedrock outcrop. Additionally, as shown in General Plan Figure 8-5, Liquefaction Susceptibility in Jurupa Valley, the Project site is not identified as being susceptible to liquefaction (City of Jurupa Valley, 2017a). Thus, the proposed Project would have a less than significant impact regarding seismic-related ground failure, including liquefaction.

4. Landslides

As detailed in the Project-specific Geotechnical Engineering Investigation (EIR *Technical Appendix J*), the topography of the Project site is relatively flat in the south and southwesterly portions of the Project site while the northern area of the site contains previous mining operations and slopes generally east with some terraces around the granite outcrop. Additionally, the City of Jurupa Valley General Plan Figure 8-6, Landslide Susceptibility in Jurupa Valley, does not identify the Project site as within an area at risk of landslide (City of Jurupa Valley, 2017a). Thus, the occurrence of mass movement failures such as landslides, rockfalls, or debris flows within the area would not occur and the Project would have no impact with respect to landslides.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold b: Would the Project result in substantial soil erosion or the loss of topsoil?

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to geology and soils.

The following apply to the Project and would reduce impacts relating to soil erosion or the loss of topsoil. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.6-3 Prior to grading permit issuance, the Project Proponent shall prepare a Stormwater Pollution Prevention Plan (SWPPP). Project contractors shall be required to ensure compliance with the SWPPP and permit periodic inspection of the construction site by City of Jurupa Valley staff or its designee to confirm compliance.

PPP 4.6-4 The Project shall be in compliance with Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls of the City of Jurupa Valley Municipal Code.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

1. Construction-Related Activities

The proposed grading activities associated with the Project would temporarily expose underlying soils to water and air which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the temporary exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. As part of the mandatory Municipal Code and NPDES requirements, the Project Applicant would also be required to prepare a SWPPP that would identify construction best management practices (BMPs). BMPs (i.e. silt fencing, sand bags, etc.) that would be implemented during the construction phase to reduce the Project site's potential for soil erosion or the loss of topsoil. In addition, construction activities associated with the Project would be required to comply with SCAQMD Rule 403, Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Mandatory compliance with the Project's NPDES permit and SCAQMD Rule 403 would ensure that water and wind erosion during the Project's construction-related activities would be minimized. Accordingly, construction-related impacts associated with soil erosion and loss of topsoil would be less than significant.

2. Long-Term Operational Activities

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces (i.e., building foundations and paved parking areas). Minimal areas of exposed soil would occur in the Project site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. Drainage of the site sheetflows towards Avalon Street.

As described in Section 4.9, *Hydrology and Water Quality*, of this DEIR, the Project Applicant is required to prepare and submit to the City a Project-specific Water Quality Management Plan (WQMP). The Preliminary WQMP is appended to this EIR (*Technical Appendix O*) and has been submitted for City approval. The WQMP is required to identify and implement an effective combination of erosion control and sediment control measures (i.e., BMPs) to reduce or eliminate discharge to surface water from stormwater and non-stormwater discharges. Adherence to the

requirements noted in the Project's required WQMP (*Technical Appendix O* of this EIR), and City of Jurupa Valley Municipal Code Chapter 6.05, Storm Water/Urban Runoff Management and Discharge Controls, would ensure that the Project's potential erosion impacts during operation would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to geology and soils.

PPP 4.6-1 and 4.6-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to unstable soils. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

Potential landslide and liquefaction hazards are addressed above under the discussion and analysis of Threshold a. As discussed above, the Project site and the surrounding properties are relatively flat. Thus, the potential occurrence of mass movement failures such as landslides, rockfalls, or debris flows within the Project area is considered very low. Additionally, the absence of shallow groundwater and the relatively high density of subsurface soils, high shear wave velocity and bedrock outcrop, the potential for liquefaction is considered low.

As discussed above, due to the presence of high density of subsurface soils and bedrock, the total seismic settlement is estimated to be negligible. The Project-specific Geotechnical Engineering Investigation (EIR *Technical Appendix J*) provides standard recommendations for site grading, site preparation, and placement of fill material that would avoid the potential for settlement. As stated above, the Project would include PPP 4.6-1 and PPP 4.6-2, which requires the Project Applicant to comply with the design standards and safety recommendations provided in the Project-specific Geotechnical Investigation.

With the implementation of the recommendations provided in the Project-specific Geotechnical Investigation as required by PPP 4.6-1 and 4.6-2, the Project's potential impacts related to geologic stability will be less than significant.

The Project-specific Geotechnical Engineering Investigation (EIR *Technical Appendix J*) did not identify any potential for hazards associated with lateral spreading, subsidence, or collapsible soils at the Project site. Further, compliance with the standards of CBSC CALGreen and Title 8, Buildings and Construction, of the City of Jurupa Valley Municipal Code would ensure that the Project would not result in any potential impacts associated with lateral spreading, subsidence, or collapse.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to geology and soils.

PPP 4.6-1 and 4.6-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to expansive soils. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

According to the Project-specific Geotechnical Engineering Investigation (EIR *Technical Appendix J*), onsite soils have an expansion index of 4, correlating to a "very low" expansion potential. Additionally, mandatory implementation of the standards of CBSC CALGreen and Title 8, *Buildings and Construction*, of the City of Jurupa Valley Municipal Code, would further ensure that impacts associated with expansive soils would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

***Threshold 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?*

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to geology and soils.

There are no PPPs related to septic tanks or alternative wastewater disposal systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of geology and soils.

B. Impact Analysis

The Project proposes to install wastewater collection and conveyance facilities that would connect to the Rubidoux Community Services District sewer system. No septic tanks or alternative waste water disposal systems are proposed as part of the Project. Accordingly, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold f: Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

A. Policies, Plans, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to cultural resources.

No PPPs occur that are related to paleontological resources.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to cultural resources.

B. Impact Analysis

1. Results of the Literature Review

The most recent geologic map of the Jurupa Valley area shows the Project area located on surface exposures of older Quaternary (middle to late Pleistocene) alluvial fan sediments. The alluvial fan deposits lap around and onto the Cretaceous granitic rocks of the Jurupa Mountains in the hills north of the project. The alluvial fan sediments are composed of the erosional debris derived from these mountains. A small hill composed of granitic rocks is also present within the Project site, and was reportedly quarried for the large minerals the outcrop contained. (BFSA, 2020b, p. 3)

A records search conducted by the Vertebrate Paleontology Department of the Natural History Museum of Los Angeles for a nearby project in Jurupa Valley did not reveal any nearby fossil localities. The closest vertebrate fossil locality cited in that report was north of the city of Corona and located about ten miles west-southwest of the Project site. The single Quaternary locality yielded a specimen of deer (*Odocoileus sp*.). Subsurface excavations in older Quaternary sedimentary deposits

in the lower lying portions of the Project site are likely to encounter significant vertebrate fossil remains. (BFSA, 2020b, p. 4)

To the west, the closest terrestrial vertebrate fossils (extinct camel, *Camelops hesternus*, and extant bighorn sheep, *Ovis canadensis*) were recovered from ancient floodplain deposits of the ancestral Santa Ana River approximately seven to ten miles due west during monitoring of the Riverside County Line Channel project of the Riverside County Flood Control and Water Conservation District Project No. 2-0-0300. (BFSA, 2020b, p. 4)

2. Impact on Paleontological Resources

The granitic rocks in the nearby Jurupa Mountains and on-site granitic outcrops have low paleontological sensitivity. Granitic rocks, by their nature, do not have any paleontological resource potential, and thus, this area of the Project sites is not expected to yield paleontological resources (BFSA, 2020b, p. 5). Conversely, the older Pleistocene sediments underlying the majority of the Project site are accorded a "High (High A)" paleontological sensitivity. Riverside County defines a "High A" ranking as "Based on geologic formations or mappable rock units that are rocks that contain fossilized body elements, and trace fossils such as tracks, nests and eggs. These fossils occur on or below the surface" (County of Riverside Land Information System n.d.). The category "High A" indicates that fossils are likely to be encountered at the surface and may be impacted during excavation by construction activities (BFSA, 2020b, p. 5). Therefore, impacts to paleontological resources are considered significant.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.6-1 Prior to the issuance of any permits allowing ground-disturbing activities, the Project Applicant shall retain a qualified paleontologist or paleontological monitor. The qualified paleontologist shall monitor mass grading and excavation activities in areas identified as likely to contain paleontological resources. Full-time monitoring of grading or excavation activities should be performed starting from the surface in undisturbed areas of older Quaternary (middle to late Pleistocene) alluvial fan deposits within the Project boundary, as mapped by Morton (2003; Qof1 on Figure 3). Paleontological monitoring of onsite outcrops and exposures of Cretaceous granitic bedrock is not warranted. Paleontological monitors will be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow for the removal of abundant or large specimens in a timely manner. Monitoring may be reduced if the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon

exposure and examination by qualified paleontological personnel to have a low potential to contain or yield fossil resources.

MM 4.6-2 Prior to the issuance of any permits allowing ground-disturbing activities that may include, but are not limited to, pavement removal, pot-holing or auguring, grubbing, tree removals, boring, grading, excavation, drilling, and trenching, the Project Applicant/Developer shall submit a Paleontological Resources Impact Mitigation Program (PRIMP) for this project. The PRIMP shall include the methods that will be used to protect paleontological resources that may exist within the project site, procedures for monitoring, fossil preparation and identification, curation into a repository, and preparation of a final report at the conclusion of grading pursuant to the recommendations provided in Paleontological Assessment prepared by BFSA on February 4, 2020 (*Technical Appendix K* to this EIR) and the criteria identified below.

Excavation and grading activities in deposits with high paleontological sensitivity (as identified in MM 4.6-1) shall be monitored by a paleontological monitor following the PRIMP. The performance standards set forth in the PRIMP shall include:

a. If paleontological resources are encountered during the course of ground disturbance, the paleontological monitor shall have the authority to halt construction activities and temporarily redirect work at least 50 away from the area of the find in order to assess its significance.

b. In the event that paleontological resources are encountered when a paleontological monitor is not present, work in the immediate area of the find shall be redirected and a paleontologist shall be contacted to assess the find for significance and adjust the level of monitoring if needed.

c. Collected resources shall be prepared to the point of identification, identified to the lowest taxonomic level possible, cataloged, and curated into the permanent collection of a scientific institution.

d. Identification and curation of specimens into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage (e.g., the Western Science Center Museum, 2345 Searl Parkway, Hemet, California 92543). The paleontological program should include a written repository agreement prior to the initiation of mitigation activities.

e. At the conclusion of the monitoring program, a report of findings shall be prepared to document the results of the monitoring program, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location.

E. Significance After Mitigation

The implementation of Mitigation Measures MM 4.6-1 through MM 4.6-2 would ensure that any previously undiscovered paleontological resources that may be encountered during Project construction would be identified and appropriately preserved. Accordingly, impacts would be less than significant with mitigation incorporated.

4.6.6 CUMULATIVE IMPACT ANALYSIS

With regards to Thresholds a, c, and d, with the exception of erosion hazards, potential geologic and soils effects are inherently restricted to the areas proposed for development on the Project site and would not contribute to cumulative impacts associated with other existing, planned, or proposed development. That is, issues including seismically-induced hazards and expansive soils would involve effects to (and not from) the proposed development and are specific to on-site conditions. Mandatory adherence to CBSC and the recommendations given in the Project's Geotechnical Engineering Investigation (*Technical Appendix J* to this EIR) would address the site-specific geologic and soil conditions through site specific design and construction efforts that have no relationship to, or impact on, off-site areas. Because of the site-specific nature of these potential hazards and the measures to address them, there would be no connection to similar potential issues or cumulative effects to or from other properties. As such, the Project would have less than cumulatively-considerable impacts related to earthquakes, seismic ground shaking, liquefaction, landslides, lateral spreading, subsidence, and collapsible soils. With implementation of PPPs 4.6-1 through 4.6-4, the Project would result in less than significant direct impact and less than cumulatively considerable impact associated with geologic hazards.

As discussed under Threshold b, the Project would not result in substantial soil erosion or the loss of topsoil. Other development projects in the vicinity of the Project site as well as those resulting from the full General Plan buildout in the City of Jurupa Valley and other jurisdictions that drain into the same receiving waters as the Project site would be required to comply with similar regulatory requirements as the Project to preclude substantial adverse erosion impacts. Development projects (such as the Project evaluated herein) that disturb at least 1.0 acre of land are required to obtain coverage under a NPDES Permit. Development projects also must comply with their associated SWPPPs and WQMPs. All development projects in the vicinity of the Project site also would be required to comply with all applicable building codes in their governmental jurisdiction, and SCAQMD Rule 403-Fugitive Dust, which would preclude wind-related erosion hazards during construction activities. Therefore, because the Project would result in less than significant erosion impacts, and because other development projects within the vicinity or the Project site that drain into the same receiving waters (the Santa Ana River) would be subject to similar requirements to control erosion during short-term construction activities and long-term operation, cumulative impacts associated with soil erosion and the loss of topsoil would be less than significant and the Project's contribution would be less than cumulatively considerable.

As discussed under Threshold e, no septic tanks or alternative waste water disposal systems are proposed as part of the Project; accordingly, the Project would have no cumulatively considerable effect regarding septic tanks or alternative wastewater disposal systems.

As discussed above under Threshold f, the proposed Project has the potential to impact paleontological resources that may be buried beneath the ground surface of the Project site. As other developments in the Project region occur, it is possible that these projects may result in impacts to paleontological resources if found buried beneath the ground surface. However, with implementation of Mitigation Measures MM 4.6-1 through MM 4.6-2, the Project's potential impacts to paleontological resources would be reduced to below a level of significance. Therefore, with implementation of Mitigation Measures MM 4.6-1 through MM 4.6-2, the Project's impacts to paleontological resources would be less than cumulatively-considerable.

4.7 GREENHOUSE GAS EMISSIONS

The following analysis is based on information obtained from a technical report entitled, *Greenhouse Gas Analysis*, which was prepared by Urban Crossroads, dated December 18, 2020, and is included as *Technical Appendix L* to this EIR (Urban Crossroads, 2020e) and the *Air Quality & Greenhouse Gas Assessment Evaluation* prepared on August 25, 2021 and is appended to this EIR as *Technical Appendix E* (Urban Crossroads, 2021a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.7.1 EXISTING CONDITIONS

A. Introduction to Climate Change

Global Climate Change (GCC) is defined as the change in average meteorological conditions on the earth with respect to temperature, precipitation, and storms. The majority of scientists believe that the climate shift taking place since the Industrial Revolution is occurring at a quicker rate and magnitude than in the past. Scientific evidence suggests that GCC is the result of increased concentrations of GHGs in the earth's atmosphere, including carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), and fluorinated gases. The majority of scientists believe that this increased rate of climate change is the result of GHGs resulting from human activity and industrialization over the past 200 years.

An individual project like the proposed Project cannot generate enough GHG emissions to affect a discernible change in global climate. However, the proposed Project may participate in the potential for GCC by its incremental contribution of GHGs combined with the cumulative increase of all other sources of GHGs, which when taken together constitute potential influences on GCC. Because these changes may have serious environmental consequences, the Project's Greenhouse Gas Analysis (GHGA) evaluates the potential of the Project to have a significant effect upon the environment as a result of its potential contribution to the greenhouse effect.

GCC refers to the change in average meteorological conditions on the earth with respect to temperature, wind patterns, precipitation and storms. Global temperatures are regulated by naturally occurring atmospheric gases such as water vapor, CO_2, N_2O, CH_4, hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These particular gases are important due to their residence time (duration they stay) in the atmosphere, which ranges from 10 years to more than 100 years. These gases allow solar radiation into the earth's atmosphere, but prevent radioactive heat from escaping, thus warming the earth's atmosphere. GCC can occur naturally as it has in the past with the previous ice ages.

Gases that trap heat in the atmosphere are often referred to as GHGs. GHGs are released into the atmosphere by both natural and anthropogenic activity. Without the natural GHG effect, the earth's average temperature would be approximately 61 degrees Fahrenheit (°F) cooler than it is currently. The cumulative accumulation of these gases in the earth's atmosphere is considered to be the cause for the observed increase in the earth's temperature.

B. Greenhouse Gases

GHGs trap heat in the atmosphere, creating a GHG effect that results in global warming and climate change. Many gases demonstrate these properties and are discussed in Table 4.7-1, *Greenhouse Gases*. For the purposes of this analysis, emissions of CO_2, CH_4, and N_2O were evaluated because these gases are the primary contributors to GCC from development projects. Although there are other substances such as fluorinated gases that also contribute to GCC, these fluorinated gases were not evaluated as their sources are not well-defined and do not contain accepted emissions factors or methodology to accurately calculate these gases.

Table 4.7-1 Greenhouse Gases

Greenhouse Gas	Description	Source	Health Effect
Water	Water is the most abundant, important, and variable GHG in the atmosphere. Water vapor is not considered a pollutant; in the atmosphere it maintains a climate necessary for life. Changes in its concentration are primarily considered to be a result of climate feedbacks related to the warming of the atmosphere rather than a direct result of industrialization. A climate feedback is an indirect, or secondary, change, either positive or negative, that occurs within the climate system in response to a forcing mechanism. The feedback loop in which water is involved is critically important to projecting future climate change. As the temperature of the atmosphere rises, more water is evaporated from ground storage (rivers, oceans, reservoirs, soil). Because the air is warmer, the relative humidity can be higher (in essence, the air is able to 'hold' more water when it is warmer), leading to more water vapor in the atmosphere. As a GHG, the higher concentration of water vapor is then able to absorb more thermal indirect energy radiated from the Earth, thus further	The main source of water vapor is evaporation from the oceans (approximately 85%). Other sources include evaporation from other water bodies, sublimation (change from solid to gas) from sea ice and snow, and transpiration from plant leaves.	There are no known direct health effects related to water vapor at this time. It should be noted however that when some pollutants react with water vapor, the reaction forms a transport mechanism for some of these pollutants to enter the human body through water vapor.

Greenhouse Gas	Description	Source	Health Effect
	warming the atmosphere. The warmer atmosphere can then hold more water vapor and so on and so on. This is referred to as a "positive feedback loop." The extent to which this positive feedback loop will continue is unknown as there are also dynamics that hold the positive feedback loop in check. As an example, when water vapor increases in the atmosphere, more of it will eventually condense into clouds, which are more able to reflect incoming solar radiation (thus allowing less energy to reach the earth's surface and heat it up.)		
CO_2	CO_2 is an odorless and colorless GHG. Since the industrial revolution began in the mid-1700s, the sort of human activity that increases GHG emissions has increased dramatically in scale and distribution. Data from the past 50 years suggests a corollary increase in levels and concentrations. As an example, prior to the industrial revolution, CO_2 concentrations were fairly stable at 280 parts per million (ppm). Today, they are around 370 ppm, an increase of more than 30%. Left unchecked, the concentration of CO_2 in the atmosphere is projected to increase to a minimum of 540 ppm by 2100 as a direct result of anthropogenic sources.	CO_2 is emitted from natural and manmade sources. Natural sources include: the decomposition of dead organic matter; respiration of bacteria, plants, animals and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources include: the burning of coal, oil, natural gas, and wood. CO_2 is naturally removed from the air by photosynthesis, dissolution into ocean water, transfer to soils and ice caps, and chemical weathering of carbonate rocks.	Outdoor levels of CO_2 are not high enough to result in negative health effects. According to the National Institute for Occupational Safety and Health (NIOSH) high concentrations of CO_2 can result in health effects such as: headaches, dizziness, restlessness, difficulty breathing, sweating, increased heart rate, increased cardiac output, increased blood pressure, coma, asphyxia, and/or convulsions. It should be noted that current concentrations of CO_2 in the earth's atmosphere are estimated to be approximately 370 ppm, the actual reference exposure level (level at which adverse health effects

Greenhouse Gas	Description	Source	Health Effect
			typically occur) is at exposure levels of 5,000 ppm averaged over 10 hours in a 40-hour workweek and short-term reference exposure levels of 30,000 ppm averaged over a 15 minute period.
CH_4	CH_4 is an extremely effective absorber of radiation, although its atmospheric concentration is less than CO_2 and its lifetime in the atmosphere is brief (10-12 years), compared to other GHGs.	CH_4 has both natural and anthropogenic sources. It is released as part of the biological processes in low oxygen environments, such as in swamplands or in rice production (at the roots of the plants). Over the last 50 years, human activities such as growing rice, raising cattle, using natural gas, and mining coal have added to the atmospheric concentration of CH_4. Other anthropocentric sources include fossil-fuel combustion and biomass burning.	CH_4 is extremely reactive with oxidizers, halogens, and other halogen-containing compounds. Exposure to high levels of CH_4 can cause asphyxiation, loss of consciousness, headache and dizziness, nausea and vomiting, weakness, loss of coordination, and an increased breathing rate.
N_2O	N_2O, also known as laughing gas, is a colorless GHG. Concentrations of N_2O also began to rise at the beginning of the industrial revolution. In 1998, the global concentration was 314 parts per billion (ppb).	N_2O is produced by microbial processes in soil and water, including those reactions which occur in fertilizer containing nitrogen. In addition to agricultural sources, some industrial processes (fossil fuel-fired power plants, nylon production, nitric acid production, and vehicle emissions) also contribute to its atmospheric load. It is	N_2O can cause dizziness, euphoria, and sometimes slight hallucinations. In small doses, it is considered harmless. However, in some cases, heavy and extended use can cause Olney's Lesions (brain damage).

Greenhouse Gas	Description	Source	Health Effect
		used as an aerosol spray propellant, i.e., in whipped cream bottles. It is also used in potato chip bags to keep chips fresh. It is used in rocket engines and in race cars. N_2O can be transported into the stratosphere, be deposited on the earth's surface, and be converted to other compounds by chemical reaction.	
Chlorofluorocarbons (CFCs)	CFCs are gases formed synthetically by replacing all hydrogen atoms in CH_4 or ethane (C_2H_6) with chlorine and/or fluorine atoms. CFCs are nontoxic, nonflammable, insoluble and chemically unreactive in the troposphere (the level of air at the earth's surface).	CFCs have no natural source but were first synthesized in 1928. They were used for refrigerants, aerosol propellants and cleaning solvents. Due to the discovery that they are able to destroy stratospheric ozone, a global effort to halt their production was undertaken and was extremely successful, so much so that levels of the major CFCs are now remaining steady or declining. However, their long atmospheric lifetimes mean that some of the CFCs will remain in the atmosphere for over 100 years.	In confined indoor locations, working with CFC-113 or other CFCs is thought to result in death by cardiac arrhythmia (heart frequency too high or too low) or asphyxiation.
HFCs	HFCs are synthetic, man-made chemicals that are used as a substitute for CFCs. Out of all the GHGs, they are one of three groups with the highest global warming potential (GWP). The HFCs with the largest measured atmospheric abundances are (in order),	HFCs are manmade for applications such as automobile air conditioners and refrigerants.	No health effects are known to result from exposure to HFCs.

Greenhouse Gas	Description	Source	Health Effect
	fluoroform (CHF_3), 1,1,1,2-tetrafluoroethane (CH_2FCF), and 1,1-difluoroethane (CH_3CF_2). Prior to 1990, the only significant emissions were of CHF_3. CH_2FCF emissions are increasing due to its use as a refrigerant.		
PFCs	PFCs have stable molecular structures and do not break down through chemical processes in the lower atmosphere. High-energy ultraviolet rays, which occur about 60 kilometers above earth's surface, are able to destroy the compounds. Because of this, PFCs have very long lifetimes, between 10,000 and 50,000 years. Two common PFCs are tetrafluoromethane (CF_4) and hexafluoroethane (C_2F_6). The EPA estimates that concentrations of CF4 in the atmosphere are over 70 parts per trillion (ppt).	The two main sources of PFCs are primary aluminum production and semiconductor manufacture.	No health effects are known to result from exposure to PFCs.
SF_6	SF_6 is an inorganic, odorless, colorless, nontoxic, nonflammable gas. It also has the highest GWP of any gas evaluated (23,900). The EPA indicates that concentrations in the 1990s were about 4 ppt.	SF_6 is used for insulation in electric power transmission and distribution equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas for leak detection.	In high concentrations in confined areas, the gas presents the hazard of suffocation because it displaces the oxygen needed for breathing.
Nitrogen Trifluoride (NF_3)	NF_3 is a colorless gas with a distinctly moldy odor. The World Resources Institute (WRI) indicates that NF_3 has a 100-year GWP of 17,200.	NF_3 is used in industrial processes and is produced in the manufacturing of semiconductors, Liquid Crystal Display (LCD) panels, types of solar panels, and chemical lasers.	Long-term or repeated exposure may affect the liver and kidneys and may cause fluorosis.

Source: (Urban Crossroads, 2020e, Table 2-1)

The potential health effects related directly to the emissions of CO_2, CH_4, and N_2O as they relate to development projects such as the proposed Project are still being debated in the scientific community.

Their cumulative effects to GCC have the potential to cause adverse effects to human health. Increases in Earth's ambient temperatures would result in more intense heat waves, causing more heat-related deaths. Scientists also purport that higher ambient temperatures would increase disease survival rates and result in more widespread disease. Climate change will likely cause shifts in weather patterns, potentially resulting in devastating droughts and food shortages in some areas.

C. Global Warming Potential

GHGs have varying global warming potential (GWP) values. GWP of a GHG indicates the amount of warming a gas causes over a given period of time and represents the potential of a gas to trap heat in the atmosphere. CO_2 is utilized as the reference gas for GWP, and thus has a GWP of 1. CO_2 equivalent (CO_2e) is a term used for describing the difference among GHGs in a common unit. CO_2e signifies the amount of CO_2 which would have the equivalent GWP (Urban Crossroads, 2020e, p. 16).

The atmospheric lifetime and GWP of selected GHGs are summarized at Table 4.7-2, *GWP and Atmospheric Lifetime of Select GHGs*. As shown, GWP for the Second Assessment Report, the Intergovernmental Panel on Climate Change (IPCC)'s scientific and socio-economic assessment on climate change, range from 1 for CO_2 to 23,900 for SF_6 and GWP for the IPCC's 5th Assessment Report range from 1 for CO_2 to 23,500 for SF_6 (Urban Crossroads, 2020e, p. 16).

Table 4.7-2 GWP and Atmospheric Lifetime of Select GHGs

Gas	Atmospheric Lifetime (years)	GWP (100-year time horizon)	
		2nd Assessment Report	5th Assessment Report
CO_2	*	1	1
CH_4	12.4	21	28
N_2O	121	310	265
HFC-23	222	11,700	12,400
HFC-134a	13.4	1,300	1,300
HFC-152a	1.5	140	138
SF_6	3,200	23,900	23,500

*As Per Appendix 8.A of IPCC's 5th Assessment Report, no single lifetime can be given.
Source: (Urban Crossroads, 2020e, Table 2-2)

D. GHG Emission Inventories

1. Global

Worldwide anthropogenic GHG emissions are tracked by the IPCC for industrialized nations (referred to as Annex I) and developing nations (referred to as Non-Annex I). Human GHG emissions data for Annex I nations are available through 2018. Based on the latest available data, the sum of these emissions totaled approximately 28,768,439 gigagram (Gg) CO_2e[1] as summarized on Table 4.7-3, *Top GHG Producing Countries and the European Union*. As indicated, the United States, as a single country, was the number two producer of GHG emissions in 2018 (Urban Crossroads, 2020e, p. 16).

Table 4.7-3 Top GHG Producing Countries and the European Union

Emitting Countries	GHG Emissions (Gg CO_2e)
China	12,300,200
United States	6,676,650
European Union (28-member countries)	4,232,274
Russian Federation	2,220,123
India	2,100,850
Japan	1,238,343
Total	**28,768,439**

Source: (Urban Crossroads, 2020e, Table 2-3)

2. State of California

California has significantly slowed the rate of growth of GHG emissions due to the implementation of energy efficiency programs as well as adoption of strict emission controls, but is still a substantial contributor to the United States (U.S.) emissions inventory total. The California Air Resource Board (CARB) compiles GHG inventories for the State of California. Based upon the 2019 GHG inventory data (i.e., the latest year for which data are available) for the 2000-2017 GHG emissions period, California emitted an average 424.1 million metric tons of CO_2e per year ($MMTCO_2e/yr$) (Urban Crossroads, 2020e, p. 17).

E. Effects of Climate Change in California

The California Climate Change Center published a report titled "Scenarios of Climate Change in California: An Overview" (herein called the "Climate Scenarios report") in February 2006 that is generally instructive about effects of climate change in California. The Climate Scenarios report used a range of emissions scenarios developed by the IPCC to project a series of potential warming ranges (i.e., temperature increases) that may occur in California during the 21st century: lower warming range (3.0-5.4°F); medium warming range (5.5-7.8°F); and higher warming range (8.0-10.4°F) (CCCC, 2006).

In addition, the California Natural Resources Agency adopted a "California Climate Adaptation Strategy" in 2009. This report details many vulnerabilities arising from climate change with respect to matters such as temperature extremes, sea level rise, wildfires, floods and droughts and precipitation changes, and responds to the Governor's Executive Order (EO) S-13-2008 that called on State agencies to develop California's strategy to identify and prepare for expected climate impacts (CNRA, 2009).
According to these reports, substantial temperature increases arising from increased GHG emissions worldwide could result in a variety of effects to the people, economy, and environment of California, with the severity of the effects depending upon actual future emissions of GHGs and associated degree of warming.
Based on the estimated scenarios presented in the Climate Scenario and California Climate Adaption Strategy reports, the climate change impacts in California have the potential to include, but are not limited to, the following areas:

- **Human Health Effects.** Climate change can affect the health of Californians by increasing the frequency, duration, and intensity of conditions conducive to air pollution formation, oppressive heat, and wildfires. The primary concern is not the change in average climate, but rather the projected increase in extreme conditions that are responsible for the most serious health consequences. In addition, climate change has the potential to influence asthma symptoms and the incidence of infectious disease *(CCCC, 2006)*.

- **Water Resource/Supply Effects.** Although most climate model simulations predict relatively moderate changes in precipitation over the 21st century, rising temperatures are expected to lead to diminishing snow accumulation in mountainous watersheds, including the Sierra Nevada. Warmer conditions during the last few decades across the western United States have already produced a shift toward more precipitation falling as rain instead of snow, and snowpack over the region have been melting earlier in the spring. Delays in snow accumulation and earlier snowmelt can have cascading effects on water supplies, natural ecosystems, and winter recreation *(CCCC, 2006)*.

- **Agricultural Effects.** Agriculture, along with forestry, is the sector of the California economy that is most likely to be affected by a change in climate. California agriculture is a $68 billion industry. California is the largest agricultural producer in the nation and accounts for 13% of all U.S. agricultural sales, including half of the nation's total fruits and vegetables. Regional analyses of climate trends over agricultural regions of California suggest that climate change is already affecting the agriculture industry. Over the period 1951 to 2000, the growing season has lengthened by about a day per decade, and warming temperatures resulted in an increase of 30 to 70 growing degree days per decade, with much of the increase occurring in the spring. Climate change affects agriculture directly through increasing temperatures and rising CO2 concentrations, and indirectly through changes in water availability and pests *(CCCC, 2006)*.

- **Forests and Natural Landscape Effects.** Climate changes and increased CO_2 concentrations are expected to alter the extent and character of forests and other ecosystems. The distribution of species is expected to shift; the risk of climate-related disturbance such as wildfires, disease, and drought is expected to rise; and forest productivity is projected to increase or decrease – depending on species and region. In California, these ecological changes could have measurable implications for both market (e.g., timber industry, fire suppression and damages costs, public health) and nonmarket (e.g., ecosystem services) values *(CCCC, 2006)*.

- **Sea Level Effects.** Coastal observations and global model projections indicate that California's open coast and estuaries will experience rising sea levels during the next century. Sea level rise already has affected much of the coast in southern California, central California, and the San Francisco Bay and estuary. These historical trends, quantified from a small set of California tide gages, have approached 0.08 inches per year (in/yr), which are rates very similar to those estimated for global mean sea level. So far, there is little evidence that the rate of rise

has accelerated, and indeed the rate of rise at California tide gages has actually flattened since about 1980. However, projections indicate that substantial sea level rise, even faster than the historical rates, could occur during the next century. Sea level rise projections range from 5.1–24.4 inches (in.) higher than the 2000 sea level for simulations under the lower emissions scenario, from 7.1–29.9 in. for the medium-high emission scenario, and from 8.5–35.2 in. for the higher emissions scenario *(CCCC, 2006)*.

4.7.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to greenhouse gasses.

Two comments related to greenhouse gas emissions from the CARB and South Coast AQMD were received on December 15 and 17, 2020, respectively. CARB requested that the EIR identify air pollution impacts, in particular those which may affect the neighboring disadvantaged communities, and include all existing and emerging zero-emission technologies. CARB also provided mitigation measures that the City should consider in reducing potential impacts to air quality, greenhouse gas, and health risk. South Coast AQMD requested: that the air quality analysis for the Project use the guidance and methods of the South Coast AQMD's CEQA Air Quality Handbook and website.

4.7.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to GHG emissions.

A. State Regulations

1. Title 24 Building Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations, Title 24, Part 6) in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods. The latest revisions (2019 Building Energy Efficiency Standards) became effective on July 1, 2020. Under the 2019 standards, nonresidential buildings will be 30% more energy efficient compared to the 2016 standards. Although the 2019 standards do not achieve zero net energy, they are the last of three updates to move California toward achieving that goal.

Part 11 of Title 24 is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by

enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) Planning and design; (2) Energy efficiency; (3) Water efficiency and conservation; (4) Material conservation and resource efficiency; and (5) Environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC). Unless otherwise noted in the regulation, all newly constructed buildings in California are subject of the requirements of the CALGreen Code.

2. California Assembly Bill 32 (AB 32) – Global Warming Solutions Act of 2006

The California State Legislature enacted AB 32, which required that GHGs emitted in California be reduced to 1990 levels by the year 2020 (this goal has been met). GHGs as defined under AB 32 include CO_2, CH_4, N_2O, HFCs, PFCs, and SF_6. Since AB 32 was enacted, a seventh chemical, nitrogen trifluoride, has also been added to the list of GHGs. The CARB is the state agency charged with monitoring and regulating sources of GHGs.

3. California Senate Bill 32 (SB 32)

On September 8, 2016, Governor Jerry Brown signed the SB 32 and its companion bill, AB 197. SB 32 requires the state to reduce statewide GHG emissions to 40% below 1990 levels by 2030, a reduction target that was first introduced in Executive Order B-30-15. The new legislation builds upon the AB 32 goal and provides an intermediate goal to achieving S-3-05, which sets a statewide GHG reduction target of 80% below 1990 levels by 2050. AB 197 creates a legislative committee to oversee regulators to ensure that CARB not only responds to the Governor, but also the Legislature.

4. CARB Scoping Plan Update

In December 2017, CARB adopted the Second Update to the Scoping Plan (Final 2017 Scoping Plan Update), which identifies the State's post-2020 reduction strategy. The Final 2017 Scoping Plan Update reflects the 2030 target of a 40% GHG emissions reduction below 1990 levels, codified by SB 32. The Final 2017 Scoping Plan Update builds upon the Cap-and-Trade Regulation; the Low Carbon Fuel Standard; much cleaner cars, trucks and freight movement; cleaner, renewable energy; and strategies to reduce methane emissions from agricultural and other wastes to reduce GHG emissions. The Final 2017 Scoping Plan Update establishes a new emissions limit of 260 $MMTCO_2e$ for the year 2030, which corresponds to a 40% decrease in 1990 levels by 2030.

5. Cap-and-Trade Program

The Scoping Plan identifies a Cap-and-Trade Program as one of the key strategies for California to reduce GHG emissions. According to CARB, a cap-and-trade program will help put California on the path to meet its goal of achieving a 40% reduction in GHG emissions from 1990 levels by 2030. Under cap-and-trade, an overall limit on GHG emissions from capped sectors is established, and facilities subject to the cap will be able to trade permits to emit GHGs within the overall limit.

Overall, the program covers approximately 80% of all emissions in California and covers a variety of emissions sectors such as electricity generators and large industrial facilities, which include refineries, that generate 25,000 $MTCO_2e$ or more per year. In addition, the program also covers distributors of transportation fuels

6. Senate Bill 97 (SB 97)

The CEQA Guideline amendments do not identify a quantitative threshold of significance for GHG emissions, nor do they prescribe assessment methodologies or specific mitigation measures. Instead, they call for a "good-faith effort, based on available information, to describe, calculate or estimate the amount of greenhouse gas emissions resulting from a project." The amendments encourage lead agencies to consider many factors in performing a CEQA analysis and preserve lead agencies' discretion to make their own determinations based upon substantial evidence. The amendments also encourage public agencies to make use of programmatic mitigation plans and programs from which to tier when they perform individual project analyses. The GHG analysis thresholds incorporated into the CEQA Guidelines' Environmental Checklist (Guidelines Appendix G) are addressed in this EIR.

7. Senate Bill 375

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through coordinated transportation and land use planning with the goal of more sustainable communities. Under the Sustainable Communities Act, CARB sets regional targets for GHG emissions reductions from passenger vehicle use. In 2010, CARB established these targets for 2020 and 2035 for each region covered by one of the State's metropolitan planning organizations (MPO). CARB will periodically review and update the targets, as needed.

Each of California's MPOs must prepare a "sustainable communities strategy" (SCS) as an integral part of its regional transportation plan (RTP). The SCS contains land use, housing, and transportation strategies that, if implemented, would allow the region to meet its GHG emission reduction targets. Once adopted by the MPO, the RTP/SCS guides the transportation policies and investments for the region. CARB must review the adopted SCS to confirm and accept the MPO's determination that the SCS, if implemented, would meet the regional GHG targets. If the combination of measures in the SCS would not meet the regional targets, the MPO must prepare a separate "alternative planning strategy" (APS) to meet the targets. The APS is not a part of the RTP.

The Sustainable Communities Act also establishes incentives to encourage local governments and developers to implement the SCS or the APS. Developers can get relief from certain environmental review requirements under CEQA if their new residential and mixed-use projects are consistent with a region's SCS (or APS) that meets the targets (see Cal. Public Resources Code §§ 21155, 21155.1, 21155.2, 21159.28.).

B. Regional Policies

1. Western Riverside Council of Governments Climate Action Plan

The Western Riverside Council of Governments (WRCOG) completed a Subregional Climate Action Plan (CAP) in June 2014. Twelve cities in Western Riverside County, including Jurupa Valley, joined efforts to develop this Subregional CAP, which sets forth a subregional emissions reduction target, emissions reduction measures, and suggested action steps that the City might take to implement a CAP of its own, as presented in Threshold b, below. Consistency with the WRCOG CAP is not required, but following the recommended reduction measures will assist the City in doing its part in reducing GHG emissions until such time the City adopts a CAP.

C. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies that relate to greenhouse gas emissions within the City. The specific policies outlined in the City's General Plan that are related to greenhouse gas emissions and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Subsection 4.10, *Land Use and Planning*.

4.7.4 METHODOLOGY

CEQA Guidelines § 15064.4(b)(1) states that a CEQA lead agency may use a model or methodology to quantify GHG emissions associated with a project. On October 17, 2017, the South Coast AQMD, in conjunction with the California Air Pollution Control Officers Association (CAPCOA) and other California air districts, released the latest version of the California Emissions Estimator Model (CalEEMod) version 2016.3.2. In May 2021, the South Coast AQMD, in conjunction with the CAPCOA and other California air districts, released the latest version of the CalEEMod Version 2020.4.0. The purpose of this model is to calculate construction-source and operational-source criteria pollutant (VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$) and GHG emissions from direct and indirect sources; and quantify applicable air quality and GHG reductions achieved from mitigation measures. The *Greenhouse Gas Analysis* (*Technical Appendix L*) was prepared before the release of CalEEMod Version 2020.4.0 and used the CalEEMod version 2016.3.2. Therefore, an *Air Quality & Greenhouse Gas Assessment Evaluation* (*Technical Appendix E*) was prepared using CalEEMod Version 2020.4.0. Accordingly, the latest version of CalEEMod has been used for this Project to determine GHG emissions. It is important to note that the use of CalEEMod 2020.4.0 would not result in any substantive change to the emissions quantification or the findings and conclusions previously made in the *Greenhouse Gas Analysis* (*Technical Appendix L*).

On August 19, 2019, the EPA approved the 2017 version of the EMissions FACtor model (EMFAC) web database for use in SIP and transportation conformity analyses. EMFAC2017 is a mathematical model that was developed to calculate emission rates, fuel consumption, VMT from motor vehicles that operate on highways, freeways, and local roads in California and is commonly used by the CARB to project changes in future emissions from on-road mobile sources. The Project's GHG analysis utilizes annual EMFAC2017 emission factors in order to derive vehicle emissions associated with

Project operational activities. Because the EMFAC2017 emission rates are associated with vehicle fuel types while CalEEMod vehicle emission factors are aggregated to include all fuel types for each individual vehicle class, the EMFAC2017 emission rates for different fuel types of a vehicle class are averaged by activity or by population and activity to derive CalEEMod emission factors (Urban Crossroads, 2020e, p. 41).

4.7.5 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to greenhouse gas emissions. Based on these significance thresholds, a project would have a significant impact on greenhouse gas emissions if it would:

- *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

- *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

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 still being developed and revised by air districts in the State. In order to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents, South Coast AQMD convened a GHG CEQA Significance Threshold Stakeholder Working Group. This Working Group proposed a tiered approach for evaluating GHG emissions for development projects where South Coast AQMD is not the lead agency. The applicable tier for the proposed Project is Tier 3, which states that if GHG emissions are less than 3,000 MT CO2e per year, project-level and cumulative GHG emissions would be less than significant.

Estimation of GHG emissions in the future does not account for all changes in technology that may reduce such emissions; therefore, the estimates are based on past performance and represent a scenario that is likely to improve in the future after energy-efficient technologies have been implemented. While information is presented below to assist the public and decision-makers in understanding the Project's potential contribution to GCC impacts, the information available to the City is not sufficiently detailed to allow a direct comparison between particular project characteristics and particular climate change impacts or between any particular proposed mitigation measure and any reduction in global climate change impacts.

4.7.6 IMPACT ANALYSIS

Threshold a: ***Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce GHG emissions.

The following apply to the Project and would reduce impacts relating to greenhouse gas emissions. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.5-1 Prior to the issuance of a building permit, the Building and Safety Department will ensure that the Project is designed, constructed and operated to meet or exceed incumbent CCR Title 24 Energy Efficiency Standards and CCR Title 24 CALGreen Standards.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby off-setting GHG emissions. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce GHGs by requiring less water to be transported to the Project.

B. Impact Analysis

1. Project Construction GHG Emissions

Project construction activities would generate CO_2 and CH_4 emissions. Construction related emissions are expected from the following construction activities: site preparation, grading, building construction, paving, and architectural coating. Construction emissions associated with off-site utility and infrastructure improvements may occur, however at this time, a specific schedule of off-site utility and infrastructure improvements is unknown. However, impacts associated with these expected activities are not expected to exceed the emissions identified for Project-related construction activities. As such, no impacts beyond what has already been identified in this report are expected to occur. Construction is expected to occur over a 26-month timeframe. The construction schedule utilized in the analysis represents a "worst-case" analysis scenario should construction occur any time after the respective start date since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent. (Urban Crossroads, 2020e, pp. 42-43). As described in the in the CalEEMod User's Guide Version 2020.4.0, Section 4.3.2 "Off-Road Equipment" as the analysis year increases, emission factors for the same equipment pieces decrease

due to the natural turnover of older equipment being replaced by newer less polluting equipment and new regulatory requirements.

For construction related emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the South Coast AQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 4.7-4, *Project Amortized Annual Construction Emissions* (Urban Crossroads, 2020e, p. 44).

Table 4.7-4 Project Amortized Annual Construction Emissions

Year	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
2020	613.71	0.16	0.00	617.78
2021	3,095.37	0.30	0.00	3,102.77
2022	2,892.70	0.22	0.00	2,898.11
Total Annual Construction Emissions	6,601.78	0.68	0.00	6,618.66
Amortized Construction Emissions ($MTCO_2e$)	**220.06**	**0.02**	**0.00**	**220.62**

Source: (Urban Crossroads, 2020e, Table 3-3)

2. Project Operation GHG Emissions

Operational activities associated with the proposed Project will result in emissions of CO_2, CH_4, and N_2O from the following primary sources: area source emissions, energy use emissions, mobile source emissions, on-site cargo handling equipment emissions, solid waste, and water supply, treatment, and distribution. The annual GHG emissions associated with the operation of the proposed Project (including construction-related emissions) are summarized in Table 4.7-5, *Project GHG Emissions*.

Table 4.7-5 Project GHG Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2E
Annual construction-related emissions amortized over 30 years	197.98	0.02	0.01	201.89
Area Source	0.11	0.0003	0.00	0.12
Energy Source	804.69	0.05	0.01	809.00
Mobile Source (Passenger Car)	2,959.40	0.07	0.08	2,984.48
Mobile Source (Truck)	8,781.99	0.11	1.32	9,177.80
On-Site Equipment	304.51	0.10	0.00	306.97
Waste	250.21	14.79	0.00	619.89
Water Usage	789.19	9.85	0.24	1,106.44
Total CO_2E	**15,206.59**			

Source: (Urban Crossroads, 2021a, Table 9)

As shown on Table 4.7-5, the Project has the potential to generate a total of approximately 15,206.59 $MTCO_2e$/yr. (Urban Crossroads, 2021a) As such, the Project would exceed the South Coast AQMD's recommended numeric threshold of 3,000 $MTCO_2e$. Thus, the Project has the potential to result in a cumulatively considerable impact with respect to GHG emissions.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

In addition to the mitigation measures listed below, measures aimed primarily at reducing the Project's air quality emissions impacts would also reduce GHG emissions. Therefore, MMs 4.2-1 through 4.2-5 (See EIR Section 4.2, *Air Quality*) would also apply.

MM 4.7-1 Prior to the issuance of a building permit, the site plan shall include surface parking lots to provide parking for low-emitting, fuel-efficient, and carpool/van vehicles. At minimum, the number of preferential parking spaces shall equal to the Tier 2 Nonresidential Voluntary Measures of CALGreen Section A5.106.5.1.2.

MM 4.7-2 Prior to the issuance of a building permit, the site plan shall include the minimum number of automobile electric vehicle (EV) charging stations required by the CCR Title 24. Final designs of Project buildings shall include electrical infrastructure sufficiently sized to accommodate the potential installation of additional auto and truck EV charging stations.

E. Significance After Mitigation

The Project would incorporate measures established by existing regulation and demonstrate consistency with the WRCOG CAP (see Threshold b, below); however, the mobile source emissions are controlled by the State and federal governments. There are no feasible mitigation measures available to reduce the total project GHG emissions to less than 3,000 MT CO_2e/yr and emissions would result in a significant and unavoidable impact.

In addition, the Project will be subject to the South Coast AQMD's Warehouse Indirect Source Rule 2305 and Rule 316, which are programs focused on reducing emissions from vehicles that service large warehouses. Potential emission reductions from this program may further reduce the Project's estimated emissions.

Threshold b: ***Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce GHG emissions.

PPPs 4.7-1 through 4.7-6 (listed under Threshold a) apply to the Project and would reduce impacts relating to greenhouse gas emissions. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Project includes design features that are intended to reduce energy and water usage thereby off-setting GHG emissions. The proposed Project would use light emitting diode (LED) lights for the exterior of the Project site. The Project's landscape plan includes the use of drought tolerant landscaping, and water efficient irrigation systems, which would reduce GHGs by requiring less water to be transported to the Project.

B. Impact Analysis

1. Western Riverside Council of Governments Climate Action Plan

In 2014, the City of Jurupa Valley was one of 12 cities that collaborated with the Western Riverside Council of Governments (WRCOG) on a Subregional Climate Action Plan (Subregional CAP) that includes 36 measures to guide GHG reduction efforts through 2020. However, the City of Jurupa Valley has not adopted the Subregional CAP because it did not go through formal CEQA review by WRCOG, which intended it to be a framework for cities to implement AB 32 and for cities to develop their own CAPs. The 2017 General Plan contains the following policy relative to a CAP:

> "*AQ 9.1.1. Climate Action Plan. Within 2 years of General Plan adoption, prepare and adapt a Climate Action Plan (CAP) for the City, including a 2030 and 2035 reduction target and local emissions inventory. The CAP will be consistent with the WRCOG Subregional CAP but will identify specific additional measures for the reduction of future GHG emissions. The CAP shall demonstrate how the City will reduce its GHG emissions to 50% below 1990 levels by 2030 and 80% below 1990 levels by 2050, consistent with state law and current guidance on GHG reduction planning. Specific actions that may be included in the City CAP to help keep Citywide emissions below the SCAQMD service population significance threshold include, but not limited to, requiring the installation of electric conduit improvements to support the installation of future roof-mounted photovoltaic solar systems and electric vehicle charging station for individual homes and businesses*."

Until the City formally adopts a CAP, local development is not required to be consistent on a project-by- project evaluation of GHG emissions identified in the WRCOG Subregional CAP, therefore, the project has been evaluated relative to the goals of CARB's Scoping Plan (below), the City's adopted General Plan policies that pertain to GHG emissions, and SCAG's 2020-2045 RTP/SCS (see Subsection 4.10, *Land Use and Planning*).

2. CARB Scoping Plan

In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies a framework to implement statewide programs and goals in order to reach the 2030 climate target to reduce GHG emissions by 40% from 1990 levels, and substantially advance toward the 2050 climate goal to reduce GHG emissions by 80% below 1990 levels.

Even though the 2017 Scoping Plan and supporting documentation do not provide an exact regulatory and technological roadmap to achieve 2050 goals, they demonstrate that various combinations of policies could allow the Statewide emissions level to remain very low through 2050, suggesting that the combination of new technologies and other regulations not analyzed in the study or not currently feasible at the time the 2017 Scoping Plan was adopted could enable the State to meet the 2050 targets. For example, the 2017 Scoping Plan states some policies are not feasible at this time, such as Net Zero Carbon Buildings, but that this type of policy would be necessary to meet the 2050 target.

Appendix B, *Local Action*, T of the Scoping Plan identifies actions that can be undertaken at a local project level to support the State's climate goals. Table 4.7-6, *2017 Scoping Plan Appendix B Consistency Summary*, summarizes the Project's consistency with Appendix B of 2017 Scoping Plan. As summarized, the project will not conflict with any of the provisions of the Scoping Plan and supports seven of the action categories.

Table 4.7-6 2017 Scoping Plan Appendix B Consistency Summary

Measure	CARB Scoping Plan Consistency Analysis
Dedicate on-site parking for shared vehicles.	**Consistent.** The Project would include dedicated on-site parking for shared vehicles.
Require cool roofs and "cool parking" that promotes cool surface treatment for new parking facilities as well as existing surface lots undergoing resurfacing.	**Consistent.** The Project would incorporate cool roof materials and shade trees in surface parking lot areas (see Figure 3-8, Conceptual Landscape).
Require solar-ready roofs.	**Consistent.** The Project would install hook-ups for PV solar panel on roofs, as required in Title 24 Part 6 and the CalGreen Building Code standards.
Require low-water landscaping in new developments (see CALGreen Divisions 4.3 and 5.3 and the Model Water Efficient Landscape Ordinance [MWELO], which is referenced in CALGreen). Require water efficient landscape maintenance to conserve water and reduce landscape waste.	**Consistent.** The Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.
Encourage new construction, including municipal building construction, to achieve third-party green building certifications, such as the GreenPoint Rated program, LEED rating system, or Living Building Challenge.	**Consistent.** The Project would be constructed to Title 24 Part 6 and CalGreen Building Code standards.
Expand urban forestry and green infrastructure in new land development.	**Consistent.** The Project would include new low-water landscaping and trees throughout the project site. Additionally, weather based smart irrigation controllers would be used.
Provide electric outlets to promote the use of electric landscape maintenance equipment to the extent feasible on parks and public/quasi-public lands.	**Consistent.** The Project would provide outdoor electric outlets to discourage gas powered landscape equipment.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch.	**Consistent.** The Project would include new low-water landscaping and trees throughout the Project site. Additionally, weather based smart irrigation controllers would be used.
Enforce idling time restrictions for construction vehicles	**Consistent.** The Project would require the restriction of idling to no more than five (5) minutes once the vehicle is stopped, the transmission is set to "neutral" or "park," and the parking brake is engaged.
Require construction vehicles to operate with the highest tier engines commercially available	**Consistent.** As discussed in Section 4.2, *Air Quality*, the Project would not result in significant impacts associated with construction emissions.
Divert and recycle construction and demolition waste	**Consistent.** The Project would recycle and/or salvage for reuse a minimum of 65% of the nonhazardous construction and demolition waste.
Require on-site EV charging capabilities for parking spaces serving the project to meet jurisdiction-wide EV proliferation goals	**Consistent.** The Project Applicant is required to install the minimum number of automobile electric vehicle charing stations required by Title 24.
Provide adequate, safe, convenient, and secure on-site bicycle parking	**Consistent.** The Project would include two secure, on-site bicycle parking racks**.**
Provide on- and off-site safety improvements for bike, pedestrian, and transit connections, and/or implement	**Consistent.** The Project has been designed to be compatible with the City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians. Design

Measure	CARB Scoping Plan Consistency Analysis
relevant improvements identified in an applicable bicycle and/or pedestrian master plan	features include the inclusion of bicycle parking racks, paved sidewalks, and intersections with a high range of visibility.
Require the use of energy-efficient lighting for all street, parking, and area lighting -	**Consistent.** The Project's lighting for street, parking, and area spaces would be designed in accordance with Title 24, Part 6 of the California Code, *Energy Efficiency Standards*. The 2019 Title 24 standards require solar PV systems for new homes, establish requirements for newly constructed healthcare facilities, encourage demand responsive technologies for residential buildings, and update indoor and outdoor lighting standards for nonresidential buildings.
Require the landscaping design for parking lots to utilize tree cover and compost/mulch -	**Consistent.** As described in Subsection 3.5.2 of this EIR, the Project's landscaping design includes tree cover throughout the Project site and parking lot areas.
Incorporate water retention in the design of parking lots and landscaping, including using compost/mulch	**Consistent.** As described in Section 4.13 of this EIR, the Project would include water retention in the design of parking lots, landscaping, and otherwise in a manner which maintains the existing runoff conditions of the Project site.

Source: (CARB, 2017)

As shown above, the Project would incorporate GHG reduction measures that support the implementation of the 2017 Scoping Plan. Notwithstanding, the Project would result in a significant and unavoidable impact with respect to this threshold, as the Project exceeds the applicable numeric screening thresholds for GHG emissions and therefore has potential to impede the State's ability to achieve the 40% below 1990 level reduction target. (Urban Crossroads, 2020e, p. 55)

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.7-1 and MM 4.7-2 shall apply.

E. Significance After Mitigation

Significant and unavoidable. The Project exceeds the applicable numeric screening thresholds for GHG emissions and therefore has potential to impede the State's ability to achieve the 40% below 1990 level reduction target, and no feasible mitigation measures exist to reduce the Project's GHG emissions.

4.7.7 Cumulative Impact Analysis

AB 32 states, in part, that "[g]lobal warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California." Because global warming is the result of

GHG emissions, and GHGs are emitted by innumerable sources worldwide, the proposed Project has no potential to result in a direct impact to GCC; rather, Project-related contributions to GCC, if any, only have potential significance on a cumulative basis. Therefore, impacts under Threshold a are not Project-specific impacts, but the Project's contribution to cumulative GHG impact. As discussed, incorporation of mitigation would contribute in minimizing emissions. However, implementation of the Project would still result in net annual emissions that exceed the GHG emissions significance threshold of 3,000 $MTCO_2e$/yr. Therefore, Project-related GHG emissions and their contribution to global climate change would be cumulatively considerable, and GHG emissions impacts would be significant and unavoidable.

4.8 HAZARDS AND HAZARDOUS MATERIALS

The following analysis is based on information obtained from the *Phase I Environmental Site Assessment* that was prepared for the Project by Hazard Management Consulting, Inc. and is available as *Technical Appendix M* to this EIR (HCI, 2020). This Subsection also is based on information contained in the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

For the purposes of this EIR, the term "toxic substance" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may present an unreasonable risk of injury to human health or the environment. Toxic substances include chemical, biological, flammable, explosive, and radioactive substances.

For purposes of this EIR, the term "hazardous material" is defined as a substance which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may: 1) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, disposed of, or otherwise mismanaged; or 2) cause or contribute to an increase in mortality or an increase in irreversible or incapacitating illness. Hazardous waste is defined in the California Code of Regulations, Title 22, § 66261.3. The defining characteristics of hazardous waste are: ignitability (oxidizers, compressed gases, and extremely flammable liquids and solids), corrosivity (strong acids and bases), reactivity (explosives or generates toxic fumes when exposed to air or water), and toxicity (materials listed by the United States Environmental Protection Agency (USEPA) as capable of inducing systemic damage to humans or animals). Certain wastes are called "Listed Wastes" and are found in the California Code of Regulations, Title 22, §§ 66261.30 through 66261.35. Wastes appear on the lists because of their known hazardous nature or because the processes that generate them are known to produce hazardous wastes (which are often complex mixtures).

The purpose of the Phase I Environmental Site Assessment was to assess the likelihood that Recognized Environmental Conditions, as defined by American Society for Testing and Materials (ASTM), are present at the Project site. A Recognized Environmental Condition (REC) is the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, groundwater, or surface water of the property. The term is not for conditions do not present a material risk of harm to public health or the environment (ASTM Standard Practice E1527-13). A Historical REC (HREC) is an REC that has been remediated or closed to the satisfaction of a regulatory agency. A Controlled REC (CREC) is an REC that has been closed but subject to certain land use restrictions or considerations.

4.8.1 ENVIRONMENTAL SETTING

A. Site Use and History

Hazard Management Consulting, Inc. (HCI), in accordance with ASTM Practice E-152-13, constructed a history of the Project site which utilized field reconnaissance, previously prepared reports, and a review of historical references including aerial photographs, City directories, Sandborn Maps, and topographic maps.

Historical documents indicate that the southern parcel had orchards in the northwest quarter from 1931 (the earliest records) until approximately the early 1950's and an egg farm in the southwest quarter from approximately the early 1950s to the early 1990s. All structures in this area were demolished by early 1996. The historical documents suggest that the northern parcel had an orchard in the far western portion until the early 1950s. The residual equipment storage, which currently remains on site, is only apparent on the 2002 aerial photograph, and it is unclear when mining of the decomposed granite was initiated. As discussed previously, the Project site was originally entitled as an aggregate mining operation and operated as such for a period of several decades. Mining activities within the Project site have been ongoing since 1989 under the Surface Mining Permit (SMP) 171. SMP 171 expired in 1999 and a subsequent permit SMP 206 was approved in 2004 to extend the permit for ten years until 2014, or until the resources is exhausted.

The Project site currently has an active mining permit with a reclamation plan from the State of California. While the original conditional use permit issued by the County of Riverside lapsed in 2009, the active mining permit from the State means the site may at some point be reactivated. Once the reclamation plan is implemented, no future mining would occur.

The church property was first noted as being developed in 1990 and operated on site through approximately 2018. Table 4.8-1, *Aerial Photograph Review*, provides a description of aerial photographs covering the Project site obtained from Environmental Data Resources, Inc. (EDR). Photographs were available from the period 1931 through 2002.

Table 4.8-1 Aerial Photograph Review

Year	Project Site Aerial Observation
1931	Most of area is undeveloped or agricultural. It appears the orchards are present in the northwest quarter of the southern parcel and at the far western end of the northern parcel. The two parcels are separated by 26th Street which appears to be lined with large trees. Orchards are also present to the east of the southern portion of the Project site.
1938	The Project site and vicinity appear generally the same as above.
1953	It appears that the orchard in the northwest quarter of the southern parcel has been removed, as well as those adjacent to the east. Several buildings are present in the far southeast corner of the southern parcel.
1963	Most of the southeast quarter of the southern parcel is developed with long narrow buildings. The previous Environmental Site Assessment (ESA) by Hayden (2004) determined that this was an egg production facility. The rest of the Project site appears vacant. The trees formerly observed along 26th Street between the two parcels are now gone. Residential development is seen between the southern parcel of the Project site and Avalon Street.
1977	The Project site appears generally the same as above. Facilities to the north of the Site are now present. These include large rectangular structures immediately adjacent to the north side of the Project site that are identified in a 1980 topographic map as Industrial Waste Ponds. This issue is discussed below.
1990	Most of the egg production buildings are no longer present. A few buildings remain in the far southeast corner of the southern parcel. The northern parcel appears to have graded areas on the southwestern side of the hill. The church property located along the northeast side of the Project site was first observed at this time. Residential development to the south of the Project site appears denser.
1994	The Project site and vicinity are generally the same as above. An area west of the southwest corner of the northern parcel appears to be graded with trees present. The wastewater ponds north of the Project site appears to have been removed and the area graded.
2002	The buildings in the southeast corner of the southern parcel are now gone. The northern parcel appears to have vehicles or storage of equipment. The area immediately west of the northern parcel is developed with some buildings.
2009-16	By the time of the 2009 photograph, the Project site had no ongoing activities visible. The northern portion where mining had occurred previously no longer contained equipment. The southern parcel was vacant.

Source: (HCI, 2020, pp. 5-7)

Historical topographic maps were also reviewed but provided no additional information on the Project site's history. EDR performed a search of the City Directory records for the Project site address and nearby properties at approximately 5-year intervals. No listings were found for the Project site which is likely due to differing addresses used then available for review. Listings for Mount Rubidoux Seventh Day Adventist Church were present from 1996-2002. (HCI, 2020, p. 7)

B. Prior Investigations

HMC previously prepared an ESA for the undeveloped portion of the Project site in 2005. A Phase I ESA was prepared for the church property in 2015. An ESA for the southern portion of the site was

prepared in 2004. The only change since the date of the prior ESA was the termination of the surface mining operations along the northern portion of the site. The ESAs prepared in 2004, 2005, and 2015 did not find any evidence of RECs. (HCI, 2020, p. 7)

C. Site Reconnaissance

HMC conducted a reconnaissance of the Project site on April 20, 2020. Refer to Section 5 of the *Phase I Environmental Site Assessment* contained in EIR *Technical Appendix M*, for a detailed discussion of the methodology employed by HCI during the reconnaissance of the Project site.

During site reconnaissance, no underground storage tanks (USTs), aboveground storage tanks (ASTs), hazardous materials, hazardous wastes, or petroleum products were observed at the Project site. Minor areas of trash and debris were noted on site, as well as areas of homeless encampments and significant debris disposal noted off site along the perimeter of the western and southern portions of the southern parcel. The northern parcel is the location of the historic aggregate mining operation previously described in the 2005 ESA. The mining operation was no longer present and the only remnants were a small excavation area and stockpile of what appeared to be aggregate and mine tailings. (HCI, 2020, pp. 8-9)

D. Regulatory Agency Database Research

Regulatory agency database information was obtained from a standard radius Site Assessment report prepared by EDR. The center of the search was in the approximate center of the Project site. Search distances for specific databases were one-quarter to one mile as specified in the ASTM 1527-13 standard. The database search includes over 70 federal, State, local, and proprietary records.

The Project site was listed in the following two databases: Mines, Mines MRDS (in connection with the Avalon Street Pit) and CERS Haz Waste (in connection with the Rio Jordan Construction). No RECs or evidence of chemical spills or release were noted or reported. The listings generally indicate that chemical use, storage, and generation of hazardous waste occurred at the Project site in moderate to large quantities and some records of air pollution violations were found during operation of mining activities. (HCI, 2020, p. 10)

The database report was further reviewed for off-site potential sources within the relevant search distance. In review of the many entries on the database, entries were refined using the following factors which affect the ability of a facility to affect the Project site: 1) Distance from the Project site; 2) Location from the Project site with regard to the direction of groundwater flow; 3) Nature of the release and whether the release has affected soil, groundwater, or both; and 4) Status of the investigation (e.g., open or closed). Groundwater is expected to flow in a southeasterly direction given the topographic relief of the area, therefore facilities located adjacent to or to the west-northwest were further evaluated. Table 4.8-2, *Off-Site Database Findings*, summarizes the findings for those facilities based on the factors described above. (HCI, 2020, pp. 10-11)

Table 4.8-2 Off-Site Database Findings

Location	Address	Dist.	Dir.	Lists	REC	Rationale
Riverside Milling Company, Inc.	2157 Avalon	Adj	ENE	US Mines, RCRA NonGen, HWTS, CERS Hazwaste, Haznet	NO	The facility was listed for their operations and chemical waste generation but no record of a spill or release was noted.
R&S Madrigal, Inc.	2181 Vandell Rd	Adj	NE	CERS Hazwaste	NO	The facility generated hazardous waste but no records of spills or releases were present.
ECCO Equipment	2195 Vandell Rd	942’	NE	RCRA SQG	NO	The facility generated hazardous waste but no records of spills or releases were present.
Robertsons Ready Mix	6120 20th Street	932’	NE	AST	NO	The facility maintains an AST but no records of spills or releases were included
Alpha Materials	6170 20th Street	980’	N	CERS Hazwaste, CERS Tanks	NO	The facility stores hazardous materials and is regulated and inspected by Riverside County. No evidence of spills or releases were noted.
Premier Fuel Delivery	2092 Van Dell	635’	NNE	RCRA Nongen	NO	The facility does not generate hazardous waste and no records of spills or releases were noted.

Source: (HCI, 2020, p. 11)

The ponds located to the north of the site, previously noted in the aerial photo review, are located at the United Forest Services Plant. A report prepared by Emcon Consultants in 1997 investigated the environmental issues associated with the ponds, and found that the ponds were in operation from 1965-1980 and reportedly used to contain wastewater with asbestos waste from the manufacturing of asbestos containing concrete pipe. The ponds were closed in place under regulatory oversight with the addition of Portland cement to fix the contents in place. A deed restriction was recorded that prevents the former pond area from being disturbed, and therefore the site is not considered a REC to the Project site. (HCI, 2020, p. 12)

Orphan Sites are properties that are included on various agency lists, but for which the records do not have sufficient address information for the database program to map the site. None of the facilities listed appeared to be in the immediate Project site vicinity. (HCI, 2020, p. 12)

Based on the forgoing, the Project site is located in an area of historical commercial and industrial operations. Several facilities in the vicinity are noted to have used chemicals, but none have experienced releases. Facilities in the Project site vicinity are not considered to be an REC to the site. (HCI, 2020, p. 12)

4.8.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to hazards and/or hazardous materials. Additionally, no comments related to hazards and/or hazardous materials were received during the public scoping period.

4.8.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations related to hazards and hazardous materials.

A. Federal Regulations

1. Occupational Safety and Health Act (OSHA)

The federal Occupational Safety and Health Act (OSHA) of 1970 (29 USC § 651 et seq.) authorizes each State (including California) to establish their own safety and health programs with the US Department of Labor, Occupational Safety and Health Administration (OSHA) approval. The California Department of Industrial Relations regulates implementation of worker health and safety in California. California OSHA enforcement units conduct on-site evaluations and issue notices of violation to enforce necessary improvements to health and safety practices. California standards for workers dealing with hazardous materials are contained in Title 8 of the California Code of Regulations (CCR) and include practices for all industries (General Industrial Safety Orders), and specific practices for construction and other industries. Workers at hazardous waste sites (or working with hazardous wastes as might be encountered during excavation of contaminated soil) must receive specialized training and medical supervision according to the Hazardous Waste Operations and Emergency Response (HAZWOPER) regulations.

2. Toxic Substances Control Act

The Toxic Substances Control Act of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

B. State Regulations

While federal statutes have established national standards for the transportation, emission, discharge, and the disposal of harmful substances, implementation and enforcement of many of the large programs has been delegated by the U.S. Environmental Protection Agency (EPA) to the states. In turn, the states apply national standards to sources within their borders through permit programs that control the release of pollutants into the environment. Thus, while most implementation and enforcement occurs at the State or local level, the U.S. EPA maintains an overarching role with respect to the states by establishing federal standards and approving state programs.

The primary federal and State regulations applicable to the Project are:

- The Resource Conservation and Recovery Act (RCRA) gives the U.S. EPA the authority to control hazardous waste from cradle to grave. This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The EPA does not handle all environmental concerns, as some issues are primarily concerns of tribal, state, or local agencies. Many environmental programs have been delegated to the state and local level and they have primary responsibility for them.

- The State of California has developed the California Hazardous Waste Control Law (HWCL) and the EPA has delegated authority for RCRA enforcement to the State of California. Primary authority for the statewide administration and enforcement of HWCL rests with the Department of Toxic Substances Control (DTSC).

1. Cal/OSHA and the California State Plan

Under an agreement with OSHA, since 1973 California has operated an occupational safety and health program in accordance with Section 18 of the federal OSHA. The State of California's Department of Industrial Relations administers the California Occupational Safety and Health Program, commonly referred to as Cal/OSHA. The State of California's Division of Occupational Safety and Health (DOSH) is the principal agency that oversees plan enforcement and consultation. In addition, the California State program has an independent Standards Board responsible for promulgating State safety and health standards and reviewing variances. It also has an Appeals Board to adjudicate contested citations and the Division of Labor Standards Enforcement to investigate complaints of discriminatory retaliation in the workplace.

Pursuant to 29 CFR 1952.172, the California State Plan applies to all public and private sector places of employment in the state, with the exception of federal employees, the United States Postal Service, private sector employers on Native American lands, maritime activities on the navigable waterways of the United States, private contractors working on land designated as exclusively under federal jurisdiction and employers that require federal security clearances with certain exceptions. Cal/OSHA is the only agency in the state authorized to adopt, amend, or repeal occupational safety and health

standards or orders. In addition, the Standards Board maintains standards for certain things not covered by federal standards or enforcement, including: elevators, aerial passenger tramways, amusement rides, pressure vessels and mine safety training. The Cal/OSHA enforcement unit conducts inspections of California workplaces in response to a report of an industrial accident, a complaint about an occupational safety and health hazard, or as part of an inspection program targeting industries with high rates of occupational hazards, fatalities, injuries, or illnesses.

2. California Hazardous Waste Control Law

The Hazardous Waste Control Law (HWCL) (Health and Safety Code [HSC], Division 20, Chapter 6.5, Article 2, Section 25100, et seq.) is the primary hazardous waste statute in California. The HWCL implements RCRA as a "cradle-to-grave" waste management system in the state. It specifies that generators have the primary duty to determine whether their wastes are hazardous and to ensure its proper management. The HWCL also establishes criteria for the reuse and recycling of hazardous wastes used or reuse as raw materials. The HWCL exceeds federal requirements by mandating source reduction planning and broadening requirements for permitting facilities that treat hazardous waste. It also regulates a number of waste types and waste management activities not covered by federal law .

3. California Code of Regulations (CCR), Titles 22 and 26

A variety of California Code of Regulation (CCR) titles address regulations and requirements for generators of hazardous waste. Title 22 contains detailed compliance requirements for hazardous waste generators, transporters, and facilities for treatment, storage, and disposal. Because California is a fully-authorized state according to RCRA, most regulations (i.e., 40 CFR 260, et seq.) have been duplicated and integrated into Title 22. However, because the Department of Toxic Substances Control (DTSC) regulates hazardous waste more stringently than the EPA, the integration of State and federal hazardous waste regulations that make up Title 22 does not contain as many exemptions or exclusions as does 40 CFR 260. As with the HSC, Title 22 also regulates a wider range of waste types and waste management activities than does RCRA. To aid the regulated community, California has compiled hazardous materials, waste, and toxics-related regulations from CCR, Titles 3, 8, 13, 17, 19, 22, 23, 24 and 27 into one consolidated listing: CCR Title 26 (Toxics). However, the hazardous waste regulations are still commonly referred to collectively as "Title 22."

C. Regional Policies

1. Certified Unified Program Agency (CUPA)

Federal and State hazardous materials regulations require all businesses that handle more than a specified amount of hazardous materials or extremely hazardous materials to obtain a hazardous materials permit and submit a business plan to its local Certified Unified Program Agency (CUPA). The CUPA also ensures local compliance with all applicable hazardous materials regulations. The CUPA with responsibility for the City of Jurupa Valley is Riverside County Department of Environmental Health (RCDEH). The RCDEH oversees six hazardous materials programs in the County of Riverside, including inspecting facilities that handle hazardous materials, generate hazardous waste, treat hazardous waste, own/operate USTs, own/operate petroleum ASTs, or handle

other materials subject to the California Accidental Release Program . Riverside County Ordinance No. 615 "Hazardous Waste Generation, Storage, Handling and Disposal" was promulgated for the purpose of monitoring establishments where hazardous waste is generated, stored, handled, disposed, treated or recycled and to regulate the issuance of permits and the activities of establishments where hazardous waste is generated.

2. The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program).

This program provides for local implementation of hazardous materials regulatory programs. The California Environmental Protection Agency designated the RCDEH Hazardous Materials Branch as the Certified Uniform Protection Agency (CUPA) with responsibility for overseeing the primary hazardous materials programs applicable to the Project.

- Business Plan Program: In order to protect public health and safety, as well as the environment, the Business Plan Program regulates the storage and handling of hazardous materials through education, facility inspections and enforcement of State law.

D. City General Plan Policies

The specific policies outlined in the City's General Plan Community Safety, Services, and Facilities Element that are related to hazards and hazardous materials and that apply to the proposed Project, including Policy CSSF 1.23 related to fire prevention features, are listed in General Plan Consistency Analysis table in Subsection 4.10, *Land Use and Planning*, of this EIR.

4.8.4 METHODOLOGY

The Project site and surrounding areas were assessed to determine the potential presence of hazardous materials. A Phase I ESA was prepared by Hazard Management Consulting in accordance with ASTM E1527-13 which included a review of environmental records, a review of historical records, a site reconnaissance, and interviews with representatives of the Project site and adjoining properties to evaluate the presence of hazardous substances at the Project site. In order to prepare this EIR subsection, additional relevant information was also obtained from the City of Jurupa Valley General Plan, and the Riverside County GIS database.

4.8.5 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to hazards and hazardous materials. Based on these significance thresholds, a project would have a significant impact on hazards and hazardous materials if it would:

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 two 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; and*

g. *Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.*

4.8.6 IMPACT ANALYSIS

Threshold a:	***Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

The following apply to the Project and would reduce impacts relating to the public or the environment. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.8-1 As required by Health and Safety Code 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of hazardous material in accordance with the standards prescribed in the regulations adopted

pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6).

PPP 4.8-2 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine transport, use, or disposal of hazardous materials.

B. Impact Analysis

1. On-Site Conditions

Based on a review of regulatory databases and a site reconnaissance, the Project site does not contain any RECs, HRECs, or CRECs, nor is the Project site affected by any off-site hazards or hazardous materials. No USTs, ASTs, hazardous materials, hazardous wastes, or petroleum products were observed at the Project site. Minor areas of trash and debris were noted on site, as well as areas of homeless encampments and significant debris disposal noted off-site along the perimeter of the western and southern portions of the southern parcel (HCI, 2020, p. 8). Furthermore, the former ponds located to the north of the Project site were closed in place under regulatory oversight with the addition of Portland cement to fix the contents in place. A deed restriction was recorded that prevents the former pond area from being disturbed, and would therefore not be considered a REC to the Project site. (HCI, 2020, p. 12). The historical uses of the Project site do not represent a REC or human health risk. No RECs or HRECs were identified that would negatively impact the environment. As a result, implementation of the Project would result in less than significant impacts related to on-site soil contamination.

2. Temporary Construction-Related Activities

Heavy equipment that would be used during construction of the proposed Project would be fueled and maintained by substances such as oil, diesel fuel, gasoline, hydraulic fluid, and other liquid materials that would be considered hazardous if improperly stored or handled. In addition, materials such as paints, roofing materials, solvents, and other substances typically used in building construction would be located on the Project site during construction. These materials would not be in such quantities or stored in such a manner as to pose a significant safety hazard to onsite construction workers or the general public. Construction activities would also be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Additionally, the use, storage, transport,

and disposal of construction-related hazardous materials would be required to conform to the California Hazardous Waste Control Law (HWCL).

Construction activities required to develop the Project site would involve the disturbance of onsite soils. As stated, there were no identified impacted soils found onsite; no RECs, HRECs, or CRECs were identified that would negatively impact the environment. Therefore, the risk of exposure of hazardous materials to workers and the public through the routine, transport, use, or disposal of contaminated soils would be less than significant.

3. Long-Term Operation

The Project entails development of the 80.8-acre property with two industrial buildings ("Building 1" and "Building 2") totaling 1,299,358 square feet (s.f.) and related site improvements including landscaping, parking, and infrastructure facilities. Building 1 would include 1,261,904 s.f. of building area and Building 2 would 37,454 s.f. of building area. A detailed description of the proposed Project is provided in EIR Section 3.0, *Project Description.*

The precise materials that would be used onsite are not known, as the tenants of the proposed buildings are not yet defined. In the event that hazardous materials, other than those common materials described above, are associated with future building operations, the hazardous materials would only be stored and transported to and from the building site. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (as defined by § 25500 of California Health and Safety Code, Division 20, Chapter 6.95) would be required to prepare and submit a Hazards Materials Business Emergency Plan (HMBEP) to the RCDEH in order to register the business as a hazardous materials handler. Such business is also required to comply with California's Hazardous Materials Release Response Plans and Inventory Law, which requires immediate reporting to Riverside County Fire Department and State Office of Emergency Services regarding any release or threatened release of a hazardous material, regardless of the amount handled by the business.

The operation of the Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, and disposal of hazardous substances (as described in Subsection 4.8.3 above). With mandatory regulatory compliance, potential hazardous materials impacts associated with long-term operation of the Project is not expected to pose a significant hazard to the public or environment through the routine transport, use, or disposal of hazardous materials, nor would the Project increase the potential for accident operations which could result in the release of hazardous materials into the environment. Impacts are regarded as less than significant and mitigation is not required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

PPP 4.8-1 and PPP 4.8-2(listed under Threshold (a)) apply to the Project and would reduce impacts relating to release of hazardous materials into the environment. These requirements are included in the Project's MMRP to ensure compliance:

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. Impact Analysis

As indicated under the discussion and analysis for Threshold a, the Project's Phase I Environmental Site Assessment did not identify any potential hazardous materials at the Project site, or any RECs or HRECs. Accordingly, there would be no impact with respect to 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 associated with the existing conditions at the Project site.

1. Temporary Construction-Related Activities

As discussed under Threshold a, the Project's near-term construction activities would not have a significant impact associated with hazardous materials handling or disposal. Construction activities would also be short-term or one time in nature and would cease upon completion of the proposed Project's construction phase. Improper use, storage, or transportation of hazardous materials could result in accidental releases or spills, potentially posing health risks to workers, the public, and the

environment. The potential for accidental releases and spills of hazardous materials during construction is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with future development that would be a reasonable consequence of the proposed Project than would occur on any other similar construction site. Thus, impacts due to construction activities would not cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions, and impacts would be less than significant.

Additionally, the use, storage, transport, and disposal of construction-related hazardous materials would be required to conform to the California Hazardous Waste Control Law (HWCL).

2. Long-Term Operation

The long-term operation of the proposed Project would not result in any significant adverse effects associated with hazardous materials handling or disposal. The operation of the proposed Project would not include any components associated with the transport, use, or disposal of hazardous materials beyond those typical of a similar land use, which would be conducted in accordance with all applicable local, State, and federal regulations. Any business that operates any of the facilities at the Project site and that handles and/or stores substantial quantities of hazardous materials (as defined by California Health and Safety Code, § 25500, Division 20, Chapter 6.95) would be required to prepare and submit an HMBEP to the RCDEH in order to register the business as a hazardous materials handler. General cleaning activities on-site that contain toxic substances are usually low in concentration and small in amount; therefore, there is no significant risk to humans or the environment from the use of such cleaning products. Accordingly, the proposed Project would not 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, and impacts would be less than significant. No mitigation is required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

PPP 4.8-1 and PPP 4.8-2, (listed under Threshold (a)) apply to the Project and would reduce impacts relating to hazardous materials. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials other than mandatory measures required under federal, State, and local regulations applicable to the routine storage and dispensation of petroleum products.

B. Impact Analysis

The nearest existing school to the Project site is Ina Arbuckle Elementary School, located approximately 0.81-mile south of the Project site (Google Earth Pro, 2020). There are no schools planned within 0.25-mile of the Project site. Accordingly, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. Thus, no impact would occur and mitigation is not required.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

PPP 4.8-1 and PPP 4.8-2(listed under Threshold (a)) apply to the Project and would reduce impacts relating to hazardous materials. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of hazards and hazardous materials sites because the Project site is not a hazardous materials site.

B. Impact Analysis

The Hazardous Waste and Substances Sites (Cortese) List is a planning document used by the State and local agencies to comply with the California Environmental Quality Act requirements in providing information about the location of hazardous materials release sites pursuant to Government Code Section 65962.5. Below are the data resources that provide information regarding the facilities or sites identified as meeting the Cortese List requirements.

- List of Hazardous Waste and Substances sites from Department of Toxic Substances Control (DTSC) EnviroStor database.
- List of Leaking Underground Storage Tank Sites from the State Water Board's GeoTracker database.
- List of solid waste disposal sites identified by Water Board with waste constituents above hazardous waste levels outside the waste management unit.
- List of "active" Cease and Desist Orders CDO and CAOCleanup and Abatement Orders from Water Board.
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code, identified by DTSC.

Based on a review of the Cortese List maintained by the California Environmental Protection Agency the Project site is not identified on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5.

The Phase I Environmental Site Assessment (*Technical Appendix M* of this EIR) included an EDR Radius Map Report to meet the standard reporting requirements. Regulatory agency database information was obtained from EDR report, which includes over 70 federal, State, local, and proprietary records; including those on the Cortese List. The center of the search was in the approximate center of the Site. Search distances for specific databases were one-quarter to one mile as specified in the ASTM 1527-13 standard.

1. Project Site Database Records

The Project was listed in two government agency databases, but did not have any RECs in either listing. The first listing was associated with the Avalon Street Pit in the Mines, Mines MDR List for the sand and gravel mining operations, but no issue of chemical spill or release was noted. The second listing was associated with the Rio Jordan Construction in the Cers Haz Waste List for a former tenant who generated hazardous waste. Inspections associated with the Rio Jordan Construction were conducted by the RCDEH, no evidence of spills or releases were discovered, and violations were reportedly paperwork in nature. The listings generally indicate that chemical use, storage, and generation of hazardous waste occurred at the Site in moderate to large quantities and some records of air pollution violations were found as a result of the previous operation of the site.

2. Project Vicinity Database Records

Database reports for off-site potential sources were reviewed to determine potential impacts to the Project. Groundwater is expected to flow in a southeasterly direction given the topographic relief of the area, therefore facilities located adjacent to or to the west northwest were further considered.

As noted in the aerial photograph review, there were several “ponds” noted to the north of the Site at the United Forest Services Plant. As previously stated, the ponds were in operation from 1965-1980 and reportedly used to contain wastewater with asbestos waste from the manufacture of asbestos containing concrete pipe. The ponds were closed in place under regulatory oversight with the addition of Portland cement to fix the contents in place. A deed restriction was recorded that prevents the former pond area from being disturbed. As such, this would not be considered an REC to the Site.

Based on the review of the available regulatory information, the Project site is located in an area of historic commercial and industrial operations. Several facilities in the vicinity are noted to have used chemicals but none have experienced releases. Additionally, facilities in the Project site vicinity are not considered to be RECs to the Project site. Therefore, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e:	***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

The following apply to the Project and would reduce impacts relating to the public or the environment. These requirements are included in the Project's MMRP to ensure compliance:

There are no PPPs applicable to the Project pertaining to Threshold e.

2. Project Design Features (PDFs)

There are no PDFs applicable to airport-related safety hazards.

B. Impact Analysis

The Project site is located less than two miles away from the Flabob Airport. However, the Flabob Airport has an adopted airport land use plan which does not encompass the Project site (Riverside County ALUC, 2004). The Project site is not within two miles of an any other airport and the Project site is not identified as within an Airport Influence Area for airports in Riverside or San Bernardino County (City of San Bernardino, 2005; Riverside County, 2019; San Bernardino County ALUC, 1991). As such, no impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

Threshold f: Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

PPP 4.8-2 (listed under Threshold (a)) applies to the Project and would reduce impacts relating to emergency response or evacuation plans. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no PDFs applicable to an adopted emergency response plan or emergency evacuation plan.

B. Impact Analysis

The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the proposed Project would be required to maintain adequate access for emergency vehicles. The proposed Project would not substantially impede emergency response routes in the local area. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Thus, no impact would occur.

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

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

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from hazards and hazardous materials.

PPP 4.8-3 (listed under Threshold a) applies to the Project and would reduce impacts relating to wildland fire risk. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The are no Project Design Features applicable to the Project related to the topic of wildland fires.

B. Impact Analysis

The Project site is identified as within a "High" fire hazard Zone in Figure 8-10, Wildfire Severity Zones in Jurupa Valley, of the City's General Plan (City of Jurupa Valley, 2017a). Under existing conditions, the Project site contains a mixture of native and nonnative vegetation. The Project would convert vacant land with potentially combustible vegetation to a developed state and would thereby reduce the presence of combustible vegetation on site. The Project would reduce the presence of combustible plant matter on site which would further separate the adjacent built land uses from the open space to the northwest. Furthermore, subject to the City's General Plan, the Project would be required use drought tolerant, irrigated landscaping. Accordingly, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires. Thus, no impacts would occur. (Also see Section 4.16, *Wildfire*, of this EIR for additional information).

C. Significance Before Mitigation

No Impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No Impact.

4.8.7 CUMULATIVE IMPACT ANALYSIS

As concluded under Threshold a, the Project's *Phase I Environmental Site Assessment* (EIR *Technical Appendix M*) determined that the Project site is not potentially adversely impacted by hazardous materials, and did not identify any RECs or HRECs at the Project site under existing conditions. The Project's temporary construction activities would entail the storage, handling and use of hazardous substances; however, there would be no greater risk associated with the transport, use, disposal, or accidental release of these substances than would occur on any other similar construction site, and impacts would be less than significant. Similarly, any other developments in the area proposing the construction of uses for the potential for use, storage, or transport of hazardous materials also would be required to comply with the same federal, State, and local regulations as the Project, which would preclude potential adverse impacts related to hazardous materials.

As concluded under Threshold b, operation of the proposed Project would be required to comply with all applicable federal, State, and local regulations to ensure the proper transport, use, or disposal of hazardous substances, which would ensure that operation of the Project would have a less than significant impact related to the release of hazardous materials into the environment. Because the Project and nearby cumulative development would not result in adverse impacts related to handling, transport, storage, and treatment of hazardous materials due to mandatory compliance with federal, State, and local regulations that require that minimum, adequate safety standards are met, there is no potential for a cumulative impact to occur related to hazardous materials, including under routine and accident conditions

As concluded under Threshold c, no existing or planned schools are located within 0.25-mile of the Project site, and therefore, the Project has no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school, and no impact would occur. Therefore, the Project has no potential to combine with other development projects to result in substantial hazardous materials-related impacts within 0.25-mile of the Project site.

As indicated under Threshold d, the Site is located in an area of historic commercial and industrial operations. Several facilities in the vicinity are noted to have used chemicals but none have experienced releases. Facilities in the Site vicinity are not considered to be an REC to the Site. Because the Project site is not classified as a hazardous materials site, there is no potential for the Project to contribute to, or exacerbate, adverse environmental effects resulting from other hazardous materials sites in the Project vicinity.

As concluded under Threshold e, the Project site is not located within an Airport Influence Area. Accordingly, the Project would not result in an impact associated with air travel safety hazards or

aircraft operations. Therefore, the Project has no potential to combine with other development projects to result in air travel safety hazards or aircraft operations impacts.

As concluded under Threshold f, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route; therefore, it has no potential to impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and would result in no impact. Thus, the Project would have no effect on emergency access and there is no potential for the proposed Project to contribute to any cumulative impacts associated with emergency facilities or emergency evacuation routes.

As stated under Threshold g, the Project site would reduce the risk of wildfire hazards for adjacent land uses, and would not result in a significant risk of loss, injury, or death involving wildland fires. As such, the Project would not be cumulatively considerable or contribute to any cumulative impact related to wildland fires.

4.9 HYDROLOGY AND WATER QUALITY

The following analysis is based on information obtained from the technical report entitled, *Preliminary Hydrology Calculations* study prepared in October 7, 2020 by Thienes Engineering (Thienes, 2020b) (*Technical Appendix N* to this EIR); the *Preliminary Water Quality Management Plan*, prepared in October 7, 2020 by Thienes Engineering (Thienes, 2020a) (*Technical Appendix O* to this EIR); the *Supplemental Soil Infiltration Study*, prepared on January 29, 2019 for the Project site by NorCal Engineering (NorCal Engineering, 2019) (*Technical Appendix P* to this EIR); Water Supply Assessment, prepared on April, 2021 by Krieger & Stewart (Krieger & Stewart, 2021) (*Technical Appendix T* to this EIR); the Santa Ana RWQCB's *Santa Ana River Basin Water Quality Control Plan* (SARWQCB, 2019); and, the *Integrated Regional Water Management Plan (IRWMP)* for the Santa Ana River watershed prepared by the Santa Ana Watershed Project Authority (SAWPA) (SAWPA, 2018). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.9.1 ENVIRONMENTAL SETTING

A. Regional Hydrology

The Project site is located in the Santa Ana River watershed, approximately 1.3-mile northwest of the Santa Ana River in Jurupa Valley. The Santa Ana River watershed drains a 2,840 square-mile area and is the principal surface flow water body within the region. The Santa Ana River headwaters originate in the southern San Bernardino Mountains and runs southwesterly across San Bernardino, Riverside, and Orange Counties, where it discharges into the Pacific Ocean at the City of Huntington Beach. The total length of the Santa Ana River and its major tributaries is approximately 700 miles. (SAWPA, 2018, p. 1)

B. Site Hydrology

The majority of the Project site is currently vacant and undeveloped. Runoff from the site generally surface drains southerly to the drain channel, then westerly to the 72-inch storm drain in 28th street. The offsite hills and horse stables north of the Project site are also tributary to the site. The parcel to the southeast is currently developed with a church building, paved parking lot, and an unpaved grass lot. This site generally surface drains southerly to Avalon Street, then westerly to a catch basin in the 28th Street/Avalon Street intersection tributary to the same 72-inch storm drain. The 72-inch storm drain system downstream was designed for a 100-year peak flow rate of 460 cubic feet per second (cfs), and the allowable runoff volume from the northerly side of 28th Street and Canal Street intersection at the southwesterly point of connection is approximately 295.3 cfs. (Thienes, 2020a)

C. Flooding

According to Federal Emergency Management Agency (FEMA), the Project site is wholly located on Flood Insurance Rate Map (FIRM) No. 06065C0045G (dated August 28, 2008) within FEMA Flood Zone X (unshaded). Flood Zone X (unshaded) is correlated with "areas of minimal flood hazard." (FEMA, 2008)

D. Water Quality

The Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act, CWA) requires all states to conduct water quality assessments of their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards due to excessive concentrations of pollutants are placed on a list of impaired waters pursuant to Section 303(d) of the CWA. The Project site's receiving waters include the Santa Ana River Reaches 1, 2, and 3. Downstream of the Project site, the Santa Ana River watershed is included on the CWA's Section 303(d) list of impaired waters because of excessive concentrations of four (4) pollutants ("Pollutants of Concern"), including pathogens, copper, lead, and indicator bacteria. (Thienes, 2020a)

E. Groundwater

According to Rubidoux Community Services District's (RCSD) Urban Water Management Plan (UWMP), the Project site is located within the Riverside-Arlington Groundwater Sub-basin of the Upper Santa Ana Valley Groundwater Basin (RCSD, 2016, Figures 1 and 2). The Riverside-Arlington Sub-basin encompasses a surface area of 58,600 acres (92 square miles) within portions of Riverside and San Bernardino counties. The Upper Santa Ana Valley Groundwater Basin is adjudicated, as set forth in Judgment No. 78426. The Basin Judgment required the annual determination of extractions from the Riverside-Arlington Sub-basin and further required that Western Municipal Water District replenish the Sub-basin if the annual extractions exceed the quantities allowed by the judgment (RCSD, 2016, pp. 5-1 and 5-2).

According to the geotechnical report prepared for the Project site by TGR Geotechnical, Inc., no groundwater was encountered during subsurface borings on the site (which extended up to 51.5 feet below ground surface (bgs). Based on review of groundwater maps of the Upper Santa Ana Valley Groundwater Basin, the depth of groundwater in the vicinity of the Project site is expected to be 50 feet or greater. Further, the exposed sidewalls of the test pits did not reveal any evidence that groundwater had been near the surface.

F. Seiches and Tsunami Hazards

Seiches are standing waves oscillating in a body of water that are caused when strong winds and rapid changes in atmospheric pressure push water from one end of a water body to the other. When the wind stops, the water rebounds to the other side of the enclosed area. The water then continues to oscillate back and forth for hours or even days. In a similar fashion, earthquakes, tsunamis, or severe storm fronts may also cause seiches along ocean shelves and ocean harbors. Tsunamis are giant waves caused by earthquakes or volcanic eruptions under the sea. In the depths of the ocean, tsunami waves do not dramatically increase in height, but as the waves travel inland, they build up to higher and higher heights as the depth of the ocean decreases (NOAA, 2018).

In and near the City of Jurupa Valley, there are no open reservoirs, lakes, or other large bodies of water; therefore, substantial impacts from seiches could not occur. The nearest bodies of water are Lake

Matthews, which is located approximately 12.7 miles southwest of the Project site, and Lake Perris, which is located approximately 15.6 miles to the southeast of the Project site (Google Earth Pro, 2020); both of which are too far in distance to have a substantial effect on the Project site. The Project site is located more than 40 miles northeast of the Pacific Ocean; therefore, the potential for a tsunami to affect the Project site is also non-existent due to distance (Google Earth Pro, 2020).

4.9.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on January 13, 2020, and an EIR Scoping Meeting was held on January 28, 2020. No comments were made during the EIR Scoping Meeting that pertain to hydrology and water quality resources. On December 22, 2020, Riverside County Flood Control and Water Conservation District, submitted a letter in response to the NOP. The District stated the Project would not be impacted by District Master Drainage Plan facilities, the Project proposes channels or other facilities that could be considered regional in nature and/or a logical extension of the adopted Rubidoux Master Drainage Plan, and that the District would consider accepting ownership of such facilities. Additionally, an encroachment permit for any construction related activities occurring within District right of way or facilities would be required.

4.9.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations associated with hydrology and water quality.

A. Federal Regulations

1. Clean Water Act

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. The basis of the CWA was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was significantly reorganized and expanded in 1972. "Clean Water Act" became the Act's common name with amendments in 1972. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry, and also has set water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

B. State Regulations

1. Porter-Cologne Water Control Act

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. Pursuant to the Porter-Cologne Act (California Water Code § 13000 *et seq.*), the policy of the State is as follows:

- That the quality of all the waters of the State shall be protected;
- That all activities and factors affecting the quality of water shall be regulated to attain the highest water quality within reason; and
- That the State must be prepared to exercise its full power and jurisdiction to protect the quality of water in the State from degradation.

The Porter-Cologne Act established nine Regional Water Boards (based on hydrogeologic barriers) and the State Water Board, which are charged with implementing its provisions and which have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions. In addition, the State Water Board allocates rights to the use of surface water. The Regional Water Boards have primary responsibility for individual permitting, inspection, and enforcement actions within each of nine hydrologic regions. The State Water Board and Regional Water Boards have numerous non-point source (NPS) related responsibilities, including monitoring and assessment, planning, financial assistance, and management.

The Regional Water Boards regulate discharges under the Porter-Cologne Act primarily through issuance of NPDES permits for point source discharges and waste discharge requirements (WDRs) for NPS discharges. Anyone discharging or proposing to discharge materials that could affect water quality (other than to a community sanitary sewer system regulated by an NPDES permit) must file a report of waste discharge. The Storm Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCBs) can make their own investigations or may require dischargers to carry out water quality investigations and report on water quality issues. The Porter-Cologne Act provides several options for enforcing WDRs and other orders, including cease and desist orders, cleanup and abatement orders, administrative civil liability orders, civil court actions, and criminal prosecutions.

The Porter-Cologne Act also implements many provisions of the Clean Water Act, such as the NPDES permitting program. The Porter-Cologne Act also requires adoption of water quality control plans that contain the guiding policies of water pollution management in California. In addition, regional water quality control plans (basin plans) have been adopted by each of the Regional Water Boards and get

updated as necessary and practical. These plans identify the existing and potential beneficial uses of waters of the State and establish water quality objectives to protect these uses. The basin plans also contain implementation, surveillance, and monitoring plans. The Project site and vicinity are located in the Santa Ana River Watershed, which is within the purview of the Santa Ana RWQCB. The Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan is the governing water quality plan for the region.

C. Regional Policies

1. Santa Ana River Basin Plan

The Water Quality Control Plan for the Santa Ana Basin (Basin Plan) establishes water quality objectives for surface waters and groundwater that are designated for beneficial uses. These water quality objectives are defined as the limits or levels of water quality constituents or characteristics for the reasonable protection of beneficial uses of water. Primarily through permitting, the RWQCB regulates discharges to surface and groundwater within the region, such that water quality standards are effectively met.

4.9.4 METHODOLOGY

Information from the Project's Supplemental Soil Infiltration Study (EIR *Technical Appendix P*), the Project's Preliminary WQMP (EIR *Technical Appendix O*), the City of Jurupa Valley General Plan, and FEMA Flood Insurance Rate Maps (FIRMs) were utilized in the analyses of the Project's potential impacts to hydrology and water quality. Hydrologic and hydraulic calculations were performed by Thienes Engineering as part of the Project-specific Supplemental Soil Infiltration Study (EIR *Technical Appendix P*) per the requirements of the Riverside County Hydrology Manual (April 1978). Thienes Engineering also prepared the Project's Preliminary WQMP (EIR *Technical Appendix O*) in accordance with the requirements of the City of Jurupa Valley and NPDES permit Order No. R8-2010-0033.

4.9.5 THRESHOLDS OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to hydrology and water quality. Based on these significance thresholds, a project would have a significant impact on hydrology and water quality if it would:

a. *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality;*

b. *Substantially deplete 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 that 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 off-site;
iii. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage system or provide substantial additional sources of polluted runoff;
iv. Impede or redirect flood flows;

d. Result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation; or

e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

4.9.6 IMPACT ANALYSIS

Threshold a: ***Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with water quality standards or waste discharge requirements.

The following apply to the Project and would reduce impacts relating to water quality and waste discharge requirements. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.9-1 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B (1), any person performing construction work in the city shall comply with the provisions of this chapter and shall control storm water runoff so as to prevent any likelihood of adversely affecting human health or the environment. The City Engineer shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer.

PPP 4.9-2 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section B (2), any person performing construction work in the city shall be regulated by the State Water Resources Control Board in a manner pursuant to and consistent with applicable requirements contained in the General Permit No. CAS000002, State Water Resources Control Board Order Number 2009-0009-DWQ. The City may notify the State Board of any person performing construction work that has a non-compliant construction site per the General Permit.

PPP 4.9-3 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section C, new development or redevelopment projects shall control storm water runoff so as to prevent any deterioration of water quality that would impair subsequent or competing uses of the water. The City Engineer shall identify the best management practices (BMPs) that may be implemented to prevent such deterioration and shall identify the manner of implementation. Documentation on the effectiveness of BMPs implemented to reduce the discharge of pollutants to the municipal separate storm sewer system (MS4) shall be required when requested by the City Engineer. The BMPs may include, but are not limited to, the following and may, among other things, require new developments or redevelopments to do any of the following:

(1) Increase permeable areas by leaving highly porous soil and low-lying area undisturbed by:

(a) Incorporating landscaping, green roofs and open space into the project design;

(b) Using porous materials for or near driveways, drive aisles, parking stalls and low volume roads and walkways; and

(c) Incorporating detention ponds and infiltration pits into the project design.

(2) Direct runoff to permeable areas by orienting it away from impermeable areas to swales, berms, green strip filters, gravel beds, rain gardens, pervious pavement or other approved green infrastructure and French drains by:

(a) Installing rain-gutters oriented towards permeable areas;

(b) Modifying the grade of the property to divert flow to permeable areas and minimize the amount of storm water runoff leaving the property; and

c) Designing curbs, berms, or other structures such that they do not isolate permeable or landscaped areas.

(3) Maximize storm water storage for reuse by using retention structures, subsurface areas, cisterns, or other structures to store storm water runoff for reuse or slow release.

(4) Rain gardens may be proposed in-lieu of a water quality basin when applicable and approved by the City Engineer.

PPP 4.9-4 As required by Municipal Code Chapter 6.05.050, Storm Water/Urban Runoff Management and Discharge Controls, Section E, any person, or entity that owns or operates a commercial and/or industrial facility(s) shall comply with the provisions of this chapter. All such facilities shall be subject to a regular program of inspection as required by this chapter, any National Pollutant Discharge Elimination System (NPDES) permit issued by the State Water Resource Control Board, Santa Ana Regional Water Quality Control Board, Porter-Cologne Water Quality Control Act (Wat. Code Section 13000 et seq.), Title 33 U.S.C. Section 1251 et seq. (Clean Water Act), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

2. Project Design Features (PDFs)

There are no PDFs applicable to the topic of water quality beyond the on-site stormwater drainage system and water treatment design features described herein.

B. Impact Analysis

1. Construction-Related Water Quality Impacts

Development of the proposed Project would involve site preparation, grading, building construction, paving, and architectural coating, which have the potential to generate water quality pollutants such as silt, debris, organic waste, chemicals, paints, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during Project construction in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and City of Jurupa Valley Municipal Code Section 8.70.290, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities that complies with Chapter 6.05 (Storm Water/Urban Runoff Management and Discharge Controls). The NPDES permit is required for all development projects that include construction activities, such as clearing, grading, and/or excavation, and disturb at least one (1) acre of total land area. In addition, the Project Applicant would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) for construction-related activities. The SWPPP will specify the Best Management Practices (BMPs) that would be required to

be implemented during construction activities to ensure that potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property.

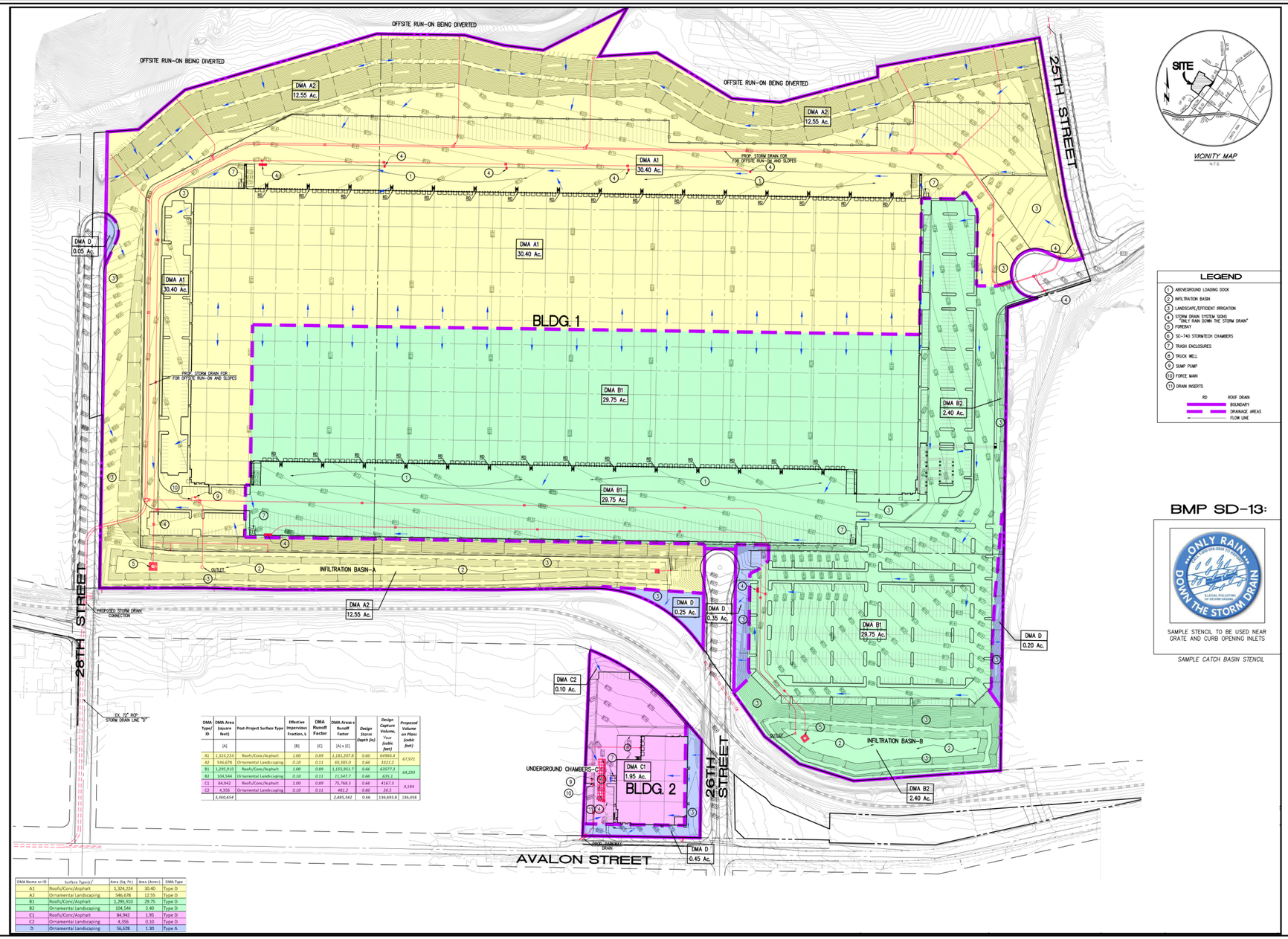
Examples of BMPs that may be utilized during construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip rap soil stabilizers, and hydro-seeding. Additionally, pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project Applicant also would be required to implement an erosion control plan to minimize water- and windborne erosion. Mandatory compliance with the SWPPP and the erosion control plan would ensure that implementation of the Project would not result in a violation of any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant and no mitigation measures would be required.

2. Post-Development Water Quality Impacts

To meet the requirements of the City's NPDES permit and in accordance with the City of Jurupa Valley Municipal Code Chapter 6.05, the Project Applicant would be required to prepare and implement a Water Quality Management Plan (WQMP), which is a Project site-specific post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions via BMPs. Implementation of the WQMP ensures on-going, long-term protection of the watershed basin.

The Project's Preliminary WQMP, prepared by Thienes Engineering, is included as *Technical Appendix O* to this EIR. As shown on Figure 4.9-1, *WQMP* Site Map, the Project is designed to include on-site structural source control BMPs consisting of storm drain inlets. In addition, operation source control BMPs would be implemented, including but not limited to, the installation interior floor drains and elevator shaft sump pumps, landscaping to minimize irrigation and runoff, minimization of pesticides, refuse areas, and monitoring of spills in loading dock areas (Thienes, 2020a, Table G.1). Compliance with the Preliminary WQMP and long-term maintenance of proposed on-site water quality control features would be required by the City to ensure the long-term effectiveness of all on-site water quality features.

In addition to mandatory implementation of a WQMP, the NDPES program also requires industrial land uses to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program. Because the permit is dependent upon the operational activities of the building, and the Project's future building occupants and their operations are not known at this time, details of the SWPPP (including BMPs) cannot be determined at this time. However, based on the requirements of the NPDES Industrial General Permit, it is assured that mandatory compliance with all applicable regulations would further reduce potential water quality impacts during long-term Project operation. Impacts would be less than significant.



DMA Type/ ID	DMA Area (square feet)	Post-Project Surface Type	Effective Impervious Fraction, i	DMA Runoff Factor	DMA Areas x Runoff Factor	Design Storm Depth (in)	Design Capture Volume, Vbmp (cubic feet)	Proposed Volume on Plans (cubic feet)
	[A]		[B]	[C]	[A] x [C]			
A1	1,324,224	Roofs/Conc/Asphalt	1.00	0.89	1,181,207.8	0.66	64966.4	67,971
A2	546,678	Ornamental Landscaping	0.10	0.11	60,385.0	0.66	3321.2	
B1	1,295,910	Roofs/Conc/Asphalt	1.00	0.89	1,155,911.7	0.66	63577.3	64,293
B2	104,544	Ornamental Landscaping	0.10	0.11	11,547.7	0.66	635.1	
C1	84,942	Roofs/Conc/Asphalt	1.00	0.89	75,768.3	0.66	4167.3	4,194
C2	4,356	Ornamental Landscaping	0.10	0.11	481.2	0.66	26.5	
	3,360,654				2,485,342	0.66	136,693.8	136,458

DMA Name or ID	Surface Type(s)*	Area (Sq. Ft.)	Area (Acres)	DMA Type
A1	Roofs/Conc/Asphalt	1,324,224	30.40	Type D
A2	Ornamental Landscaping	546,678	12.55	Type D
B1	Roofs/Conc/Asphalt	1,295,910	29.75	Type D
B2	Ornamental Landscaping	104,544	2.40	Type D
C1	Roofs/Conc/Asphalt	84,942	1.95	Type D
C2	Ornamental Landscaping	4,356	0.10	Type D
D	Ornamental Landscaping	56,628	1.30	Type A

Source(s) Thienes Engineering (01-07-2019)

NOT TO SCALE

NORTH

Figure 4.9-1

WQMP SITE MAP

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to groundwater supply/recharge.

There are no PPPs applicable to the topic of groundwater supply/recharge.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the topic of groundwater and groundwater recharge beyond the on-site stormwater drainage system and water treatment design features described in Subsection 3.5.2, *Landscaping/Exterior Features*, of this EIR.

B. Impact Analysis

1. Groundwater Supply

The Project would be served with potable water from RCSD, which pulls all of their service water from groundwater pumped from the Riverside-Arlington Sub-basin. The UWMP calculates that the district's water demand (both potable and non-potable water) for the current year (2020) is anticipated to be approximately 10,397 acre-feet. According to the U.S. Energy Information Administration's 2012 Commercial Buildings Energy Consumption Survey, warehouses and storage buildings uses a total annual average of 10,900 gallons per worker, or 3. gallons/sf of floor space. With 500 workers employed at the Project site, the total water demand for the Project would be 5,450,000 gallons/year (16.7 acre-feet of water per year). As the Project site is a total of approximately 1,334,860 sf, the Project would require approximately 4,538,524 gallons/year (13.9 acre-feet of water per year). For the purposes of the Water Supply Assessment, the higher water demand estimate of 16.7 acre-feet of water

per year is assumed. (Krieger & Stewart, 2021) Accordingly, the water demand required for Project implementation would be approximately 0.2% of total deliveries, which is a nominal demand for water resources. Furthermore, RCSD forecasted water demand projections are based on population projections from SCAG, which rely on adopted general plan land use designations.

As described in Section 5, *Other CEQA Considerations*, of this EIR, the Project was determined to not result in substantial population or employment growth. Although the Project proposes a General Plan Amendment to allow logistics use within the Project site, the proposed Project is consistent with the underlying General Plan land use designation of Heavy Industrial, which would remain. Because the Project would be consistent with the City of Jurupa Valley General Plan land use designation for the site, and the Project would not result in substantial direct or indirect population growth, the water demand associated with the Project was considered in the demand anticipated by the UWMP. It should also be noted the Project Applicant does not propose the use of any wells or other groundwater extraction activities. Accordingly, implementation of the proposed Project would not substantially or directly decrease groundwater supplies and the Project's impact to groundwater supplies would be less than significant.

2. Groundwater Recharge

Development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the Project site (i.e., Riverside County portion of the Riverside-Arlington Sub-basin). Percolation is just one of several sources of groundwater recharge for the Riverside-Arlington Sub-basin. The Project would include the installation of an infiltration basin, an underground chambers system, and permeable landscape areas on the Project site to continue allowing the direct percolation of Project runoff into the Riverside-Arlington Sub-basin. Based on the small size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation, implementation of the Project is determined to result in incremental changes to local percolation and would not result in substantial adverse effects to local groundwater recharge.

Finally, the Riverside-Arlington Sub-basin is an adjudicated basin; adjudicated basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Sub-basin.

For the reasons stated above, the Project would not substantially decrease or deplete groundwater supplies, and would not interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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: result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; 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 impeded or redirect flood flows?***

A. Plans, Policies, Programs (PPPs), and Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to the existing drainage pattern.

The following apply to the Project and would reduce impacts relating to alterations to the existing drainage pattern. These requirements are included in the Project's MMRP to ensure compliance:

There are no PPPs applicable to the Project pertaining to Threshold c.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the topic of drainage patterns beyond the on-site stormwater drainage system and water treatment design features described in herein.

B. Impact Analysis

1. Erosion and Siltation

Development of the Project would alter existing ground contours of the Project site and would increase the impervious surface area on the site, both of which would result in changes to the existing drainage patterns of the Project site.

The Project would include the installation of an integrated, on-site system of underground storm drain pipes, catch basins, an underground infiltration basin, and an underground chamber system. The

integrated storm water system is designed to capture on-site stormwater runoff flows, convey the runoff across the site, and treat the runoff to minimize the amount of water-borne pollutants transported from the Project site. Under Project conditions, runoff would be conveyed to an existing storm drain in 28th Street and Avalon Street.

Although the Project would alter the Project site's interior drainage patterns, such changes would not result in substantial erosion or siltation on- or off-site. Pursuant to City of Jurupa Valley Municipal Code Section 8.70.060, the Project's construction contractor would be required to implement an erosion control plan to minimize water- and windborne erosion during construction activities. Furthermore, implementation of SWPPP requirements including site-specific BMPs would ensure no substantial erosion would occur and runoff from the Project site would be similar to existing conditions.

Furthermore, as summarized in the Project's Preliminary WQMP (*Technical Appendix O*), the treatment controls proposed (i.e. infiltration basins and chambers, and catch basin filters) for the Project site are effective at removing sediment from stormwater runoff during long-term operation (Thienes, 2020a, Table G.1). Compliance with the WQMP, and long-term maintenance of on-site stormwater conveyance and retention infrastructure by the property owner or operator to ensure their long-term effectiveness, would be required by the City (pursuant to Municipal Code Chapter 6.05). Therefore, stormwater runoff flows leaving the Project site would not carry substantial amounts of sediment. Impacts would be less than significant and no mitigation is required.

2. Stormwater Runoff

The existing 25th Street, the existing west end of Van Dell Road, the proposed cul-de-sac and the existing north-easterly offsite dirt areas will drain southerly to catch basins in the proposed cul-de-sac. Runoff will then be conveyed westerly via the proposed public storm drain Line "A", traversing through the Project site while accepting runoffs from the northly onsite landscapes, offsite hills, and horse stables, then turning southerly and discharging to the existing 72-inch storm drain in 28th Street. The proposed 100-year peak flow rate from the northerly onsite landscapes plus offsite areas is approximately 153.1 cfs (Thienes, 2020b).

The south half of the proposed Building 1, the building's southerly truckyard, the vehicle parking easterly adjacent to Building 1, and the southeasterly vehicle parking lot will all drain to the Water Quality Basin "B" located at the southeasterly portion of the site. Flows are conveyed via the proposed on-site storm drain line "C". The Water Quality Basin "B" will be used to infiltrate low flows from onsite areas tributary to the basin. Runoff will then be conveyed westerly via onsite storm drain line "B" and discharged to the existing 72" inch 28th Street storm drain. The proposed condition 100-year peak flow rate from the aforementioned areas is approximately 59.7 cfs (Thienes, 2020b).

The north half of Building 1, the building's northerly truck yard, north-easterly trailer parking, and the westerly vehicle parking will drain to Water Quality Basin "A" via onsite storm drain line "D." Runoff will then be conveyed northerly via the proposed private storm drain Line "E", then westerly via the

private Line "B" to the proposed public Line "A" and discharged to the existing 72-inch 28th Street storm drain. The proposed condition 100-year peak flow rate from the areas tributary to Water Quality Basin "A" is approximately 78.4 cfs (Thienes, 2020b).

The total 100-year peak flow rate tributary to Building 1, including the northerly offsite runoff, is approximately 268.1 cfs undetained, which is less than the allowable discharge of 295.3 cfs

For the southerly Building 2 site, the truck yard north of Building 2 (Nodes 400-401, 0.80 acres) will drain southerly to a catch basin in the truck well. Runoff will then be pumped to the surface in the parking lot (Nodes 410-411, 1.25 acres) west of Building 2. All runoffs (2.05 acres total) will then be conveyed southerly via a proposed storm drain and parkway culvert to Avalon Street. The proposed condition 100-year peak flow rate from commercial areas within the Building 2 site is approximately 6.5 cfs. Landscape areas from the Building 2 site adjacent to 26th Street and Avalon Street (Nodes 420-421, 0.45 acres) will drain southerly to Avalon Street via another proposed parkway culvert. The proposed condition 100-year peak flow rate from these landscape areas is approximately 0.7 cfs. The resultant total proposed 100-year discharge from the entire Building 2 site is approximately 7.2 cfs (6.5 cfs + 0.7 cfs). Same as existing condition, proposed condition Building 2 site runoff will be conveyed westerly in Avalon Street to the catch basin at the 28th Street/Avalon Street intersection tributary to the 72-inch 28th Street storm drain (Thienes, 2020b).

Although proposed condition 100-year peak flow rate from the main site (Building 1 and surrounding areas) north of the dirt channel is less than the allotted Master Plan flow rate for the existing 72-inch 28th Street storm drain, detention calculations were performed for Water Quality Basins "A" and "B" to ensure that tributary 100-year flows will not exceed the capacities (volume and depth) of the water quality basins. For each basin, proposed condition 100-year flows were analyzed for 1-hour, 3-hour, 6-hour and 24-hour storm events.

Corrugated metal risers will be installed in the basins and outlet pipes will be designed to limit runoff outflow from the two basins. For Basin "A", the 6-hour storm event generates the highest ponding volume (3.80 ac-ft. The total maximum discharge from Basin "A" is approximately 35.0 cfs with a ponding depth of approximately 3.74 feet. Basin "A": has a total capacity of 5.38 ac-ft. For Basin "B," the 3-hour storm event generates the highest ponding volume (2.64 ac-ft). The total maximum discharge from Basin "B" is approximately 29.5 cfs. with a ponding depth of approximately 3.64 feet. Basin "B" has a total capacity of 3.89 ac-ft. Therefore, for both basins, ponding capacities will not be exceeded by tributary 100-year flows (Thienes, 2020b).

The allowable runoff discharge north of 28th Street tributary to the existing 72-inch downstream is approximately 295.3 cfs. The total runoff discharge from the site including the offsite runoff north and the easterly side of the site at detained condition is approximately 216.6 cfs which is less than the allowable runoff discharge. Therefore, runoff discharge from the Project site would not have an adverse effect to the existing storm drain system downstream. (Thienes, 2020b)

3. Stormwater Discharge System Capacity & Polluted Runoff

As stated above, implementation of the Project would not exceed the capacities for Basin "A" or Basin "B", and all runoff would be conveyed to the 72-inch 28th Street storm drain. Although runoff from the Project site would increase post-construction stormwater flows from existing conditions, the design flow of the existing storm drain system has adequate capacity to accommodate the increase rate of runoff from the Project site. Accordingly, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Impacts would be less that significant an no mitigation is required.

As discussed in detail earlier under Threshold "a," the Project's construction contractors would be required to comply with a NPDES Construction General Permit, NPDES Industrial General Permit, a site-specific SWPPP, an erosion control plan, and the Preliminary WQMP (*Technical Appendix O*) to ensure that Project-related construction activities and operational activities do not result in substantial amounts of polluted runoff. Impacts would be less than significant and no mitigation is required.

4. Flood Flows

As previously mentioned above in Subsection 4.9.1, the entirety of the Project site is located within an identified Zone X (unshaded). Zone X is defined as an area of minimal flood hazard, usually depicted on FIRMs as outside the 500-year flood level and protected by levee from 100-year flood. Additionally, the Project site is not identified within a flood hazard area per the Riverside County GIS database (RCIT, 2020). Accordingly, the Project site is not located within a 100-year flood hazard area and would have no potential to impede or redirect flood flows within a 100-year floodplain. No impact would occur.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold d: ***Would the Project result in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with release of pollutants due to inundation of the Project site.

There are no PPPs applicable to the topic of seiche or tsunami.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of seiches, tsunamis, or flood hazard, because the Project site is not subjected to these hazards.

B. Impact Analysis

The Pacific Ocean is located more than 40 miles southwest of the Project site; consequently, there is no potential for the Project site to be inundated by a tsunami. The nearest large bodies of surface water are approximately 10.9 miles southwest of the Project (Lake Mathews) and approximately 15.6 miles southeast of the Project (Lake Perris), respectively, which are both too far away from the subject property to result in inundation in the event of a seiche (Google Earth Pro, 2020). The Project also is located outside of the 100-year floodplain (FEMA, 2008). Accordingly, implementation of the Project would not risk release of pollutants due to inundation. No impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e: ***Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts associated with a water quality control plan or sustainable groundwater management plan.

PPP 4.9-1 through PPP 4.9-4 identified under Threshold a, apply to the Project and would reduce impacts relating to water quality control.

2. Project Design Features (PDFs)

The Project proposes to construct and operate a storm drain system that would include catch basins, stormwater drains, an infiltration basin, and an underground chamber system.

B. Impact Analysis

As discussed in Threshold a above, the Project site is located within the Santa Ana River Basin and Project-related construction and operational activities would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Plan by preparing and adhering to a SWPPP and WQMP and by installing and maintaining the on-site stormwater infrastructure that is designed to minimize impacts associated with water quality and polluted runoff from the Project site. Implementation of the Project would not conflict with or obstruct the Santa Ana River Basin Water Quality Control Plan and impacts would be less than significant and no mitigation is required.

The Project site is located within the portion of the Riverside-Arlington Sub-basin that is adjudicated under the 1969 Western-San Bernardino Judgment. Adjudicated basins, like the Riverside-Arlington Sub-basins are exempt from the 2014 Sustainable Groundwater Management Act (SGMA) because such basins already operate under a court-ordered management plan to ensure the long-term sustainability of the Sub-basin. No component of the Project would obstruct with or prevent implementation of the management plan for the Riverside-Arlington Sub-basin. As such, the Project's construction and operation would not conflict with any sustainable groundwater management plan. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.9.7 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers potential hydrology and water quality effects of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects located in the Santa Ana River Basin and the Upper Santa Ana Valley Groundwater Basin. The analysis of potential cumulative impacts to hydrology and water quality is divided into six general topics of discussion by combining the Thresholds of Significance (listed above in Subsection 4.9.5) into groupings of like topics, as follows: water quality (Thresholds a and e); groundwater supply and recharge (Threshold b); erosion and siltation (Threshold c); flood hazards (Thresholds c); stormwater drainage system capacity (Threshold c); and other hazards (Threshold d).

A. Water Quality

Project construction and the construction of other projects in the cumulative study area would have the potential to contribute waterborne pollution, including erosion and sedimentation, to the Santa Ana River Watershed. As discussed above in Thresholds a and e, pursuant to the requirements of the State Water Resources Control Board and the Santa Ana RWQCB, all construction projects that disturb one (1) or more acre of land area are required to obtain a NPDES permit and obtain coverage for construction activities. In order to obtain coverage, an effective site-specific SWPPP is required to be developed and implemented. The SWPPP must identify potential on-site pollutants and identify an effective combination of erosion control and sediment control measures to reduce or eliminate discharge of pollutants to surface waters. In addition, the Project Applicant and all cumulative developments in the Santa Ana River Basin would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program, which establishes water quality standards for ground and surface waters of the region. Compliance with these mandatory regulatory requirements, would ensure that development projects within the Santa Ana River watershed, including the proposed Project, would not contribute substantially to water quality impairments during construction; therefore, the Project would not contribute to a cumulatively considerable impact.

Operational activities on the Project site would be required to comply with the Project's Preliminary WQMP to minimize the amount of waterborne pollution discharged from the site. Other development projects within the watershed would similarly be required by law to prepare and implement site-specific WQMPs to ensure that runoff does not substantially contribute to water quality violations. Accordingly, operation of the Project would not contribute to cumulatively-considerable water quality effects.

B. Groundwater Supply and Recharge

As discussed above in Threshold b, although the proposed Project would increase impervious surface coverage on the site, the Project incorporates permeable landscape areas and other design features that

would allow some surface runoff to infiltrate into the groundwater basin. Also, as previously noted, the City is underlain by groundwater resources associated with the Upper Santa Ana Valley, Riverside-Arlington Sub-basin; however, impacts to groundwater recharge would be incremental and insignificant based on the small size of the Project site in relation to the size of the groundwater basin and the design features proposed by the Project to allow percolation. Furthermore, no groundwater wells would be installed on the Project site as part of the Project's implementation. For these reasons, the proposed Project would not result in cumulatively-considerable impacts associated with the depletion of groundwater supplies or substantial interference with sustainable groundwater recharge.

C. Erosion and Siltation

Construction of development projects within the Santa Ana River Watershed would alter existing ground contours throughout the basin, which would result in changes to the basin's existing drainage patterns. As discussed above in Threshold (c), development projects, including the proposed Project, would be required to comply with federal, State, and local regulations to minimize stormwater pollution during construction (including erosion and siltation). Accordingly, grading plans would be required to be designed to preclude undue soil erosion and development projects would be required to prepare and implement SWPPPs and WQMPs to ensure that substantial soil erosion and/or sedimentation would not occur during temporary construction conditions or long-term operating conditions. Because the Project, and all other developments throughout the Santa Ana River Watershed, would need to comply with applicable federal, State, and local regulations, substantial cumulative erosion and/or siltation would not occur.

D. Flood Hazards

Construction of the Project and other development projects within the Santa Ana River Watershed would be required to comply with federal, State, and local regulations and applicable regional and local master drainage plans in order to mitigate flood hazards both on- and off-site. As discussed above in Threshold c, compliance with federal, State, and local regulations and applicable drainage plans would require development sites to be protected from flooding during peak storm events (i.e., 100-year storm) and also would not allow development projects to expose downstream properties to increased flooding risks during peak storm events. In addition, future development proposals within the Santa Ana River Watershed would be required to prepare hydrologic and hydraulic calculations, subject to review and approval by the responsible City/County Engineer, to demonstrate that substantial on- and/or off-site flood hazards would not occur. As discussed under the response to Threshold (c), the Project is designed to ensure that peak flood volumes and flows are less than that of the designed capacity of the existing storm drain system. Because the Project and all other developments throughout the Santa Ana River Basin, would need to comply with federal, State, and local regulations to ensure that stormwater discharges do not substantially exceed existing volumes or exceed the volume of available conveyance infrastructure, a substantial cumulative impact related to flood hazards would not occur.

Additionally, the Project site is not located within a special flood hazard area subject to inundation by the 1-percent annual flood (i.e., 100-year floodplain). Accordingly, development on the Project site

would have no potential to impede or redirect flood flows within a 100-year floodplain and no cumulatively-considerable impact would occur.

E. Stormwater Drainage System Capacity

As discussed above in Threshold c, the designed capacity of the existing storm drain system contains adequate capacity to accommodate all Project runoff; therefore, impacts to the existing stormwater drainage system capacity would be less than cumulatively-considerable.

F. Other Hazards

As discussed above in Threshold d, the Project site is not located within an inundation area associated with seiches, tsunamis, or flooding. The Project has no potential – on either a direct or cumulative level – to result in adverse water quality effects due to inundation.

4.10 LAND USE AND PLANNING

The following analysis is based on information obtained from the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); the City of Jurupa Valley Municipal Code (City of Jurupa Valley, 2020); and SCAG's 2020-2045 RTP/SCS (Connect SoCal) (SCAG, 2020). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.10.1 EXISTING CONDITIONS

A. Project Site

The Project site consists of 81.3 acres of undeveloped land in the City of Jurupa Valley, Riverside County. From a regional perspective, the Project site is located in the northeast portion of the City of Jurupa Valley, to the south of the City of Rialto and to the south west of the City of Colton. State Route 60 (SR-60) is located approximately 0.5 mile south of the Project site, Interstate 215 (I-215) is located approximately 2.6 miles southeast of the Project site, and SR-91 is located 2.7 miles southeast of the Project site. At the local scale, the Project site is immediately bounded by 28th Street to the southwest, 25th Street to the northeast, and Avalon Street to the east.

B. Surrounding Land Uses

On-site and surrounding land uses were previously shown in Figure 3-4, *Existing Land Uses*, and Table 3-1, *Onsite and Adjacent Land Uses, General Plan Designations, and Zoning Classifications*, and are described below.

- **North:** The area immediately north of the Project site is under the jurisdiction of the City and is designated as Light Industrial (LI), and zoned as Manufacturing – Medium (M-M). The developments located north of the Project site include industrial uses and residences that include vehicle storage. The industrial use contains open space, outdoor storage, and a concrete supply facility.

- **East:** The area immediately east of the Project site is under the jurisdiction of the City and is designated as LI, Open Space-Recreation (OS-R), Public Facilities (PF), and zoned as Manufacturing – Service Commercial (M-SC) The developments located east of the Project site include industrial uses, a place of worship, and industrial residences.

- **South:** The area immediately south of the Project site is under the jurisdiction of the City and is designated as LI, Medium Density Residential (MDR), Commercial Retail (CR), and zoned as Manufacturing-Service Commercial (M-SC), Light Agricultural 1 (A-1), Residential Incentive (R-6), and PUD-02. The developments located south of the Project site include residences and open space.

- **West:** The area immediately west of the Project site is under the jurisdiction of the City and is designated as Open Space – Conservation (OS-C), and zoned as Manufacturing-Medium (M-M) and SP Zone. There is no development located to the west of the Project site.

C. General Plan Land Use Designation and Zoning Classification

1. General Plan Land Use Designation

As shown in Figure 3-5, *Existing General Plan Land Use Designation*, the General Plan land use designation for the Project Site is Light Industrial. The Light Industrial designation is intended to encourage research and development uses that will attract highly skilled, well-paid jobs to the City. Additionally, it allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing and distribution centers within the Mira Loma Warehouse and Distribution Center Overlay, and supporting retail uses. (City of Jurupa Valley, 2017a, pp. 2-40)

2. Zoning Classification

As shown in Figure 3-6, *Existing Zoning Classifications*, the current Zoning Classification for the Project site is Manufacturing-Medium (M-M) to the west of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcel east of the West Riverside Canal and south of 26th Street.

4.10.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to land use and planning.

One comment related to land use and planning from the Southern California Association of Governments (SCAG) was received on February 18, 2021. SCAG provided informational resources to facilitate consistency of the Project with the adopted 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy, encouraged side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency, or non-applicability of the goals and supportive analysis in a table format, and recommends that the City review the Final Program Environmental Impact Report (Final PEIR) for Connect SoCal for guidance.

4.10.3 REGULATORY FRAMEWORK

The regulatory framework as it applies to the Project is described as follows:

1. South Coast Air Quality Management District (SCAQMD)

The 2016 Air Quality Management Plan (AQMP) seeks to achieve multiple goals in partnership with other entities promoting reductions in criteria pollutant, greenhouse gases, and toxic risk, as well as

efficiencies in energy use, transportation, and goods movement. The 2016 AQMP includes the integrated strategies and measures needed to meet the National Ambient Air Quality Standards (NAAQS). The Project's consistency with the AQMP is discussed in Section 4.2, *Air Quality*, of this EIR.

2. Western Riverside County Regional Conservation Authority

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP or Plan) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their associated habitats in Western Riverside County. The MSHCP will allow Riverside County and its Cities to better control local land-use decisions and maintain a strong economic climate in the region while addressing the requirements of the state and federal Endangered Species Acts. The Project's consistency with the MSHCP is discussed in Section 4.3, *Biological Resources*, of this EIR.

3. Southern California Association of Governments (SCAG)

On September 3, 2020, SCAG adopted Connect SoCal – The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy which demonstrates how the region will achieve the GHG emissions reduction targets set by CARB (See Section 4.5, *Greenhouse Gas Emissions*). Connect SoCal presents strategies and tools that are consistent with local jurisdictions' land use policies and incorporate best practices for achieving the state-mandated reductions in GHG emissions at the regional level through reduced per-capita vehicle miles traveled (VMT). Connect SoCal is not designed to dictate or supersede local actions and policies, but rather to lay out a path to achieving regional goals set by SCAG's Regional Council. The Project's consistency with the Connect SoCal is also discussed in Table 4.13-1, Section 4.13, *Transportation,* of this EIR.

4. California Air Resources Board (CARB)

CARB's 2035 Scoping Plan outlines the main State strategies for meeting the emission reduction targets and to reduce greenhouse gases that contribute to global climate change. Pursuant to AB 32, the Scoping Plan must "identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives" in order to achieve the 2020 goal, and achieve "the maximum technologically feasible and cost-effective greenhouse gas emission reductions" by 2020 and maintain and continue reductions beyond 2020. The Project's consistency with the Scoping Plan is discussed in Section 4.5, *Greenhouse Gas Emissions*, of this EIR.

5. Jurupa Valley General Plan

The Jurupa Valley General Plan provides a source of information and a policy framework for the future and through appropriate goals, policies and programs serves as a decision-making tool to guide growth and development. The 2017 General Plan was adopted in September 2017 and consists of a series of state mandated and optional elements to direct the City's physical, social, and economic growth. Elements within the City of Jurupa Valley General Plan include: Land Use; Mobility; Conservation

and Open Space; Housing; Air Quality; Noise; Community Safety, Services and Facilities; Environmental Justice; Healthy Communities; and Economic Sustainability Elements. Following is a discussion of the various elements.

The policies in each of the elements that are relevant to the Project are evaluated in Table 4.10-1, *General Plan Consistency Analysis*, which analyzes the Project's consistency with these policies.

6. City of Jurupa Valley Zoning Ordinance

As detailed in the City's Zoning Code, Chapter 9.150, M-M Zone (Manufacturing-Medium), is intended to:

1) *Promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the city's economic base;*

2) *Provide the necessary improvements to support industrial growth;*

3) *Ensure the new industry is compatible with uses on adjacent lands; and,*

4) *Protect industrial areas from encroachment by incompatible uses that may jeopardize industry."* (City of Jurupa Valley, 2020)

4.10.4 METHODOLOGY

This analysis focuses on determining if the construction and operation of the Project would physically divide an established community or would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Pursuant to the City of Jurupa Valley Environmental Review Guidelines and Thresholds of Significance, August 20, 2020, Project consistency was determined for the following plans:

- City of Jurupa Valley General Plan
- City of Jurupa Valley Municipal Code
- South Coast Air Quality Management District's Final 2016 Air Quality Management Plan
- California Air Resources Board Scoping Plan,
- Western Riverside County Multiple Species Habitat Conservation Plan,
- Santa Ana Regional Water Quality Control Board's Santa Ana Region Basin Plan.
- Southern California Association of Governments' 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal)

4.10.5 THRESHOLD OF SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in

Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to land use and planning. Based on these significance thresholds, a project would have a significant impact on land use and planning if it would:

- *Physically divide an established community; or*
- *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?*

4.10.6 IMPACT ANALYSIS

Threshold a: Would the Project physically divide an established community?

A. Plans, Policies, Programs (PPP) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

There are no PPPs that address impacts related to land use and planning.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of land use and planning.

B. Impact Analysis

The Project site is located approximately 0.5 mile south of State Route 60 (SR-), 2.6 miles west of Interstate 215 (I-215), and 2.7 miles west of SR-61. Although the Project site is predominantly surrounded by industrial and commercial development, there are residential land uses located to the southwest. As previously shown on Figure 3-4, *Existing Land Uses*, the Project site is mostly undeveloped without any improvements. The Project area is generally characterized by industrial, residential, vacant, and open space land uses. North of the Project site are industrial uses; east of the Project are industrial land uses; south of the Project are industrial and residential land uses; southwest of the Project is vacant land; and west of the Project site is open space. As the Project site is surrounded by roadways and existing industrial development, implementation of the Project represents a logical expansion of industrial land uses to the Project site.

Although the site shares an adjacent property boundary with residential uses, the Project proposes the installment of a new 14-foot-tall concrete screen wall. The Project site is currently physically separated from neighboring properties under existing conditions, and the Project does not propose any infrastructure or physical barriers to mobility in the area. Implementation of the Project would result in less than significant impacts associated with the physical division of an established community;

development of the Project site with two industrial buildings would not physically divide an established community.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPP) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPP)

These include existing regulatory requirement such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to land use and planning.

There are no PPPs that address impacts related to land use and planning.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of land use and planning.

B. Impact Analysis

This EIR analyzes the physical environmental effects associated with all components of the Project, including Project construction and operation.

The land use plans, policies, and regulations applicable to the Project for purposes of determining if the Project would cause a significant environmental effect due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect include the City's General Plan and Municipal Code and SCAG's 2020-2045 RTP/SCS (Connect SoCal). The Project's compatibility with each of these plans, policies, and regulations is discussed below.

1. Analysis of Consistency with the City of Jurupa Valley General Plan

The applicable policies that relate to environmental topics addressed in this EIR are included in the City's General Plan, and specific General Plan Policies that are related to the Project, along with a determination of consistency, are identified in Table 4.10-1, *General Plan Consistency Analysis*. During the City's review of the Project's application materials, the Jurupa Valley Planning Department reviewed the proposed development for consistency with all applicable policies of the General Plan and found that there would be no conflict with any applicable General Plan policies resulting from development of the Project site with the Project. Accordingly, the Project would have a less than significant impact with respect to a conflict with the City's General Plan.

Table 4.10-1, *General Plan Consistency Analysis*, provides an analysis of the Project's consistency with applicable General Plan policies directly related to determining if the Project would cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The table is organized by environmental topics addressed in this EIR. For each environmental topic, the "primary" policy is identified. If there are other related policies that serve to address the same environmental topic, they are identified in parenthesis after the primary policy. For example:

> BIOLOGICAL RESOURCES
>
> **A Primary Policy is COS 1.1 Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats: 6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors.
>
> The related policies would be:
>
> (**COS 2.1 MSHCP Implementation**. Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.)
>
> (**COS 2.3 Biological Reports.** Require the preparation of biological reports to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary development projects with the potential to affect adversely wildlife habitat).

Table 4.10-1 General Plan Consistency Analysis

Policy	Consistency Analysis
AESTHETICS	
Scenic Vistas	
Primary Policy: **COS 9.4 View Protection in New Development.** The City will include in all environmental review and carefully consider effects of new development, streets and road construction, grading and earthwork, and utilities on views and visual quality. **Related Policies:** (**COS 9.1.3 Undergrounding Utilities.** Place existing overhead utilities underground, with highest priority for scenic roadways and entries to the City, and require utilities, community services districts, and other responsible agencies to do likewise).	**Consistent:** The analysis regarding the Project's impact on viewsheds of the surrounding physical environment are covered in Subsection 4.1, *Aesthetics*, of this EIR. As determined in the analysis of public viewsheds, the Project was determined to result in less than significant impacts associated with views of the surrounding visual resources. Therefore, the Project is consistent with General Plan Policy 9.4. As required by Municipal Code Section 7.50.010, the Project is required to place all existing and new electrical power, telephone or other communication, street lighting, and cable television lines underground. Therefore, the Project is consistent with General Plan Policy COS 9.1.3.
Scenic Resources within State Scenic Highways	
COS 9.1 Protect scenic resources, especially skylines, undeveloped ridgelines, rocky hillsides, river view corridors, and outstanding scenic vistas not designated for urban uses from development and maintain those resources in their current patterns of use.	**Consistent:** There are no scenic resources located within proximity to the Project site. Development of the Project would not substantially block public views of the San Gabriel Mountains, San Bernardino Mountains, due to distance, topography, and intervening development. Accordingly, the Project would not interfere with the City's efforts to protect scenic resources. Therefore, the Project is consistent with General Plan Policy COS 9.1.
Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality	
Primary Policy: **LUE 8.2 High Quality Development.** Require that all development be of high quality and enhance the positive characteristics and unique features of the project site, neighboring properties and the surrounding community. **Related Policies:** (**LUE 1.1 Compatible Structures.** Require that structures be designed and operated in a manner that preserves and is compatible with the environmental character where they are located, including lighting, telecommunications equipment and other facilities and equipment).	**Consistent:** As discussed in Section 4.1, *Aesthetics*, the Project was master planned with cohesive, quality architecture with the appropriate use of bulk and scale, materials, colors, building accents, site furnishings and a comprehensive landscape plan. As a result, the Project will enhance and be architecturally compatible with its surroundings. The Planning Department has reviewed Project plans and determined the Project is compliant with Municipal Code Section 9.150.040, which identifies the development standards for the M-M zone. Therefore, the Project is consistent with General Plan Policy LUE 8.2, 1.1, and 3.8 Project site plans were submitted to the City as part of the required review process for an industrial project.

Policy	Consistency Analysis
(**LUE 3.8 Architectural Compatibility.** Require commercial development to be designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping , and site improvements. Architectural styles that reflect the City's small town rural, agricultural history shall be utilized in the design of new commercial developments in or near the Town Centers, consistent with the applicable design guidelines). (**LUE 3.19 Architectural Compatibility.** Ensure that new industrial and business park development is designed to enhance and be architecturally compatible with its surroundings and with designated scenic highways or public view corridors by providing high quality architecture, landscaping, and site improvements. (**LUE 11.2 Design Standards.** Comply with the design standards of the appropriate General Plan and community plan land use category). (**LUE 11.11 Landscape Maintenance.** Require development projects to include landscaping in all site areas, including street trees, parking lots, setback areas, open spaces, and other exterior use areas. Landscaping shall include trees, shrubs and ground covers, and an automatic, water-conserving irrigation system, and shall be designed and maintained in accordance with City Landscape Standards. In addition, a priority should be placed on preserving mature trees in place wherever possible. Where mature trees must be removed, they shall be replaced with an equivalent number of large trees of the same or compatible species). (**LUE 11.17 Screened Trash and Recycling Areas.** Require new development to provide clean, safe, secure, visually screened trash and recycling enclosures that are architecturally compatible with the development. Existing development and uses are encouraged to provide safe, secure, and visually screened trash and recycling enclosures.)	The City determined the Project is compatible with surrounding uses and that Project design provided high quality architecture, landscaping, and planned site improvements. Any potential impacts to visual character and or quality associated with the Project are fully disclosed in Subsection 4.1 of this EIR and were determined to be less than significant. Therefore, the Project is consistent with General Plan Policy LUE 3.19. The Conceptual Landscape Plan, shown in Figure 3-8, was submitted to and approved by the City. The City determined the landscape plan for the Project to be compliant with City Landscape Standards. Therefore, the Project is consistent with General Plan Policy LUE 11.11. See Project Consistency response to General Plan Policy LUE 3.19 and LUE 8.2. The City has reviewed the site plans for the Project and has determined that the Project is in compliance with the applicable design standards; therefore, the Project is consistent with General Plan Policy LUE 11.2. As shown in Figure 3-7, Overall Site Plan, the Project includes trash and recycle bin enclosures. These enclosures would provide safe, secure, and visually screened locations for discarded trash and recyclables. City staff has reviewed and approved the development plans as consistent with applicable regulations, which include the provision of screened enclosures for trash and recycling. Therefore, the Project is consistent with General Plan Policy LUE 11.17.
Light and Glare	
Primary Policy:	**Consistent:** As required by PPP 4.1-3, all outdoor lighting shall be designed and installed to comply with California Green Building Standard Code Section

Policy	Consistency Analysis
COS 10.1 Outdoor Lighting. Require outdoor lighting to be shielded and prohibit outdoor lighting that: 1. Operates at unnecessary locations, levels, and times 2. Spills onto areas off-site or to areas not needing or wanting illumination 3. Produces glare (intense line-of-site contrast) 4. Includes lighting frequencies (colors) that interfere with astronomical viewing. **Related Policies:** (**COS 10.4 Commercial and Industrial Buildings.** Require that site lighting for commercial and industrial uses is unobtrusive and constructed or located so that only the intended area is illuminated, off-site glare is prevented, and adequate safety is provided).	5.106 or with a local ordinance lawfully enacted pursuant to California Green Building Standard Code Section 101.7, whichever is more stringent. The Project is subject Chapters 9.150, of the City's Municipal Code, which states "all lighting fixtures, including spot lights, electrical reflectors and other means of illumination for signs, structures, landscaping, parking, loading, unloading and similar areas, shall be focused, directed, and arranged to prevent glare or direct illumination on streets or adjoining property." Furthermore, coverings, fixtures, placement, and orientation of the proposed lighting have been designed to limit spillage of light on to adjacent properties or create a substantial new source of sky glow in accordance with Section 9.148.040 of the City's Municipal Code. Therefore, the Project is consistent with General Plan Policy COS 10.1 and 10.4.
AIR QUALITY	
Primary Policy: **AQ 2.1 Site Plan Designs.** Require City land use planning efforts and site plan designs to protect people and land uses sensitive to air pollution, using barriers and/or distance from emissions sources, and protect sensitive receptors from polluting sources, wherever possible. **Related Policies:** **(AQ 2.2 Pollution Control Measures.** Strongly encourage the use of pollution control measures such as landscaping, vegetation and other materials that trap particulate matter or control pollution.) **(AQ 3.1 Efficient Building Materials/Equipment.** Encourage the use of building materials/methods and heating equipment that are efficient and reduce emissions.) **(AQ 3.4 Emissions Mitigation.** Require every project to mitigate any of its anticipated emissions that exceed allowable levels as established by the SCAQMD, the US EPA, and CARB, to the greatest extent possible.)	**Consistent:** As discussed in Subsection 4.2, *Air Quality*, of this EIR, upon the implementation of MM 4.2-1, localized construction emissions would not exceed the applicable South Coast Air Quality Management District localized significance thresholds for emissions of any criteria pollutant. Therefore, sensitive receptors would not be exposed to significant emissions and the Project is consistent with General Plan Policy AQ 2.1. As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes landscaping along the Project's frontage, parking areas, and entryways. Therefore, the Project is consistent with General Plan Policy AQ 2.2. The Project is required to be designed in accordance to the CALGreen Building Standards and California Energy Efficiency Standards. Compliance would ensure that the Project is developed with efficient building materials. Therefore, the Project is consistent with General Plan Policy AQ 3.1. As discussed in Subsection 4.2, *Air Quality*, the Project would result in an exceedance of NOx emissions during operation of the Project. However, the Project has incorporated all feasible mitigation measures to

Policy	Consistency Analysis
(AQ 3.5 Fugitive Dust Reduction Measures. Apply, as appropriate, measures contained in the County's Fugitive Dust Reduction to the entire City.)	reduce impacts associated with air quality emissions, and the Project is consistent with General Plan Policy AQ 3.4. The Project is required to comply with regional rules that assist in reducing short-term air pollutant emissions. SCAQMD Rule 403 requires that fugitive dust be controlled with best-available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off site. Therefore, the Project is consistent with General Plan Policy AQ 3.5.
BIOLOGICAL RESOURCES	
Primary Policy: **COS 1.1 Habitat Conservation.** Conserve key habitats, including existing wetlands and California native plant communities, with a focus on protecting and restoring the following endangered species habitats: 6. Conserve grasslands adjacent to sage scrub for foraging habitat for raptors. **Related Policies:** **(COS 2.1 MSHCP Implementation.** Implement provisions of the MSHCP when conducting review of development applications, General Plan amendments/zoning changes, transportation, or other infrastructure projects that are covered activities in the MSHCP.) **(COS 2.3 Biological Reports.** Require the preparation of biological report to assess the impacts of development and provide mitigation for impacts to biological resources when reviewing discretionary developments projects with the potential to affect adversely wildlife habitat.) **(LUE 7.8 Environmentally Sensitive Areas.** Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.)	**Consistent:** As discussed in Section 4.3, *Biological Resources*, of this EIR, there are no state or federally listed threatened or endangered plant species, other California Native Plant Society, special-status plants, or species of local concern, or sensitive vegetation communities documented by the California Department of Fish and Wildlife within the Project Site. Additionally, the Project site is not located within or adjacent to a State or federally protected wetland. Therefore, the Project is consistent with COS 1.1. With implementation of mitigation for potential impacts to burrowing owl and nesting birds, the proposed Project would be consistent with the biological requirements of the MSHCP; specifically pertaining to the Project's MSHCP Reserve assembly requirements, Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.1.3 (Protection of Narrow Endemic Plant Species), and Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools/Fairy Shrimp), Section 6.1.1 (Delhi sands flower-loving fly) and Section 6.1.4 (Urban/Wildlands Interface). Therefore, the Project is consistent with General Plan Policy COS 2.1. A Project-specific Biological Resources Technical Resource Report has been prepared for the Project. (EIR *Technical Appendix F*). Therefore, the Project is consistent with General Plan Policy COS 2.3.

Policy	Consistency Analysis
	As detailed throughout this EIR, the Project would not result in any significant and unavoidable impacts associated with environmentally sensitive areas subject to severe natural hazards. Therefore, the Project is consistent with General Plan Policy LUE 7.8.
CULTURAL RESOURCES	
Primary Policy: **COS 7.1 Preservation of Significant Cultural Resources.** Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources. **Related Policies:** **(COS 7.3 Development Review.** Evaluate project sites for archaeological sensitivity and for a project's potential to uncover or disturb cultural resources as part of development review.) **(COS 7.7 Qualified archaeologist present.** Cease construction or grading activities in and around sites where archaeological resources are discovered until a qualified archaeologist knowledgeable in Native American cultures can determine the significance of the resource and recommend alternative mitigation measures.) **(COS 7.9 Archaeological Resources Mitigation.** Require a mitigation plan to protect resources when a preliminary site survey finds substantial archaeological resources before permitting construction. Possible mitigation measures include presence of a qualified professional during initial grading or trenching; project redesign; covering with a layer of fill; and excavation, removal and curation in an appropriate facility under the direction of a qualified professional.)	**Consistent:** A Phase I Cultural Resources Assessment was prepared by BFSA for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical resources. The Phase I Cultural Resources Assessment determined the Project site to free of known cultural resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation measures were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policy COS 7.1. A Phase I Cultural Resources Assessment was prepared by BFSA for the Project and included a records search, background research, and a pedestrian survey of accessible portions of the Project site to determine the presence or absence or historical resources. The Phase I Cultural Resources Assessment determined the Project site to free of known cultural resources. Therefore, the Project is consistent with General Plan Policy COS 7.3. Mitigation Measure MM 4.14-2 in Section 4.14, *Tribal Cultural Resources*, requires that prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan.
ENERGY	
Primary Policy: **COS 5.1Best Available Practices.** The City will employ the best available practices in energy conservation, procurement, use, and production, and encourage individuals, organizations, and other agencies to do likewise. "Best available practices" means behavior	**Consistent:** The Project is required to submit building plans and a Title 24 Compliance Report to the City of Jurupa Valley for review to ensure the Project meets CA Title 24 Energy Efficiency Standards, which at the time of preparation of this EIR includes the best available practices regarding renewable energy. Additionally, Project development and operation

Policy	Consistency Analysis
and technologies that reflect recommendations of specialists and that use the least energy for a desired outcome, considering available equipment, life-cycle costs, social and environmental side effects, and the regulations of other agencies. Best available practices include use of sustainable energy sources. Sustainable energy sources are naturally renewed in a relatively short time and avoid substantial undesirable side effects, and include: Space heating and cooling using earth, plantings, and/or building thermal mass to moderate temperature changes; space cooling through natural ventilation; space cooling through reflectivity and shading; indoor illumination by natural light; solar space and water heating; and wind electricity generation. **Related Policy:** **(LUE 11.6 Energy Efficiency.** Require development projects to use energy efficient design features in their site planning, building design and orientation, and landscape design that meet or exceed state energy standards.)	would not interfere with the City's efforts to meet or exceed Title 24 requirements for energy efficiency. Therefore, the Project is consistent with General Plan Policy COS 5.1. The Project is required to submit building plans and is required to meet CALGreen Codes, CA Title 24 Energy Efficiency Standards, and City's water efficient landscape requirements; therefore, the Project is determined to be consistent with General Plan Policy LUE 11.6.
GEOLOGY AND SOILS	
CSSF 1.2 Geologic Investigations. Require geological and geotechnical investigations as part of the environmental and development review process. This requirement shall apply to the development of any structure proposed for human occupancy or to unoccupied structures whose damage could cause secondary hazards in areas with potential for earthquake-induced liquefaction, landslides, or settlements.	**Consistent:** A Geotechnical Engineering Investigation was prepared for the Project by NorCal Engineering in November 2005; the report is included as *Technical Appendix J* of this EIR. Therefore, the Project is consistent with General Plan Policy CSSF 1.2.
Paleontological Resources	
COS 7.1 Preservation of Significant Cultural Resources. Identify, protect, and, where necessary, archive significant paleontological, archaeological, and historical resources.	**Consistent:** A Phase I Cultural Resources Assessment was prepared by BFSA for the Project and included a records search, background research, and a pedestrian survey of the Project site to determine the presence or absence or historical resources. The Phase I Cultural Resources Assessment determined the Project site to free of known cultural resources. However, there is a potential for discovery of paleontological resources during construction activities. Mitigation measures were identified to minimize the impacts associated with discovery of unknown paleontological resources. Therefore, the Project is consistent with General Plan Policy COS 7.1

Policy	Consistency Analysis
GREENHOUSE GAS EMISSIONS	
AQ 9.5 GHG Thresholds. Utilize the SCAQMD Draft GHG thresholds to evaluate development proposals until the City adopts a Climate Action Plan (CAP).	**Consistent:** As stated in Section 4.7, *Greenhouse Gas Emissions*, of this EIR, the City has determined that the SCAQMD's draft threshold of 3,000 MTCO2e per year is appropriate for commercial land use development projects. The 3,000 MTCO2e threshold is based on the SCAQMD staff's proposed GHG screening threshold for stationary source emissions for non-industrial projects, as described in the SCAQMD's Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans ("SCAQMD Interim GHG Threshold"). This threshold is also consistent with the SCAQMD's draft interim threshold Tier 3. Therefore, the Project is consistent with General Plan Policy AQ 9.5.
CSSF 2.44 Drought-Tolerant Landscaping. Require the use of drought-tolerant landscaping in all new development.	**Consistent:** As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes drought-tolerant plants. The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site. Therefore, the Project is consistent with General Plan Policy CSSF 2.44.
COS 3.6Landscaping with California Native Plants. Encourage the use of California native plants for drought-resistant landscape planting.	**Consistent:** As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes California native plants. Additionally, the Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Therefore, the Project is consistent with General Plan Policy COS 3.6.
HAZARDS AND HAZARDOUS MATERIALS	
Primary Policy: **LUE 3.17 Toxic Materials.** Prohibit the development of industrial and business park uses that use, store, produce, or transport toxic substances, or that generate unacceptable levels of noise or air pollution. **Related Policies:** **(CSSF 1.31 Federal/State Laws**. Comply with federal and state laws regarding the management of hazardous waste and materials.	**Consistent:** As discussed in Subsections 4.8 and 4.12 of this EIR, the Project would not result in significant and unavoidable impacts associated with hazardous materials or noise. Additionally, as discussed in Subsection 4.2 of this EIR, the Project would result in a significant and unavoidable long-term operational impact associated with NOx emissions. However, 92% of these emissions are derived from vehicle usage and would not use, store, produce, or transport toxic substances. Therefore, although the Project would result in exceedance of air quality thresholds, all feasible mitigation measures have been incorporated and the Project would be consistent with General Plan Policy LUE 3.17.

Policy	Consistency Analysis
(CSSF 1.32 Hazardous Waste Storage/Disposal. Identify, assess, and mitigate safety hazards from the storage, use, and disposal of hazardous materials through the development review process.)_	As required by PPP 4.8-1 in Section 4.8, *Hazards and Hazardous Materials* of this EIR, the operator of a business is required by Health and Safety Code Section 25507, a business shall establish and implement a business plan for emergency response to a release or threatened release of a hazardous material in accordance with the standards prescribed in the regulations adopted pursuant to Section 25503 if the business handles a hazardous material or a mixture containing a hazardous material that has a quantity at any one time above the thresholds described in Section 25507(a) (1) through (6). Consistent. As discussed in Section 4.8, *Hazards and Hazardous Materials*, the Project would result in less than significant impacts associated with storage and disposal of hazardous materials. Therefore, the Project is consistent with General Plan Policy CSSF 1.32.
HYDROLOGY AND WATER QUALITY	
Primary Policy: **COS 3.4Water Conservation Systems.** Encourage the installation of water-conserving systems such as dry wells and graywater systems, where feasible, especially in new developments. The installation of cisterns or infiltrators shall also be encouraged to capture rainwater from roofs for irrigation in the dry season and to reduce runoff during heavy storms. **Related Policies:** **(COS 3.5 Site Water Collection and Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.) **(COS 3.13 Storm Water Retention.** Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.) **(CSSF 2.57 New Development.** Require new development to implement on-site measures to clean and contain storm water runoff.)	**Consistent:** The Project's site plan design includes the installation of installation of an infiltration basin, an underground chambers system, and permeable landscape areas. Infiltration of water collected in the basin or underground chamber would allow for groundwater recharge and would avoid the potential for flooding in the area. Therefore, the Project is consistent with General Plan Policy COS 3.4, COS 3.5, COS 3.13, and CSSF 2.57.

Policy	Consistency Analysis
COS 3.9 Pollution Discharge. Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.	**Consistent:** The Project would comply with the Clean Water Act (CWA) Section 402. The CWA Section 402 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) and obtain authorization to discharge stormwater under an NPDES construction stormwater permit. The SWPPP would identify site-specific best management practices that minimize pollutant discharge from the Project site. Therefore, the Project is consistent with General Plan Policy COS 3.9.
CSSF 1.15 Regional Storm Drain System. All proposed development projects shall address and mitigate any adverse impacts on the carrying capacity of local and regional storm drain systems.	**Consistent:** As discussed in Subsection 4.9, *Hydrology and Water Quality*, the Project would not create or contribute runoff that would exceed the capacity of any existing stormwater drainage system. Therefore, the Project is consistent with General Plan Policy CSSF 1.15.
LUE 11.5 Water Conservation Techniques. Require water conservation techniques, such as groundwater recharge basins, use of porous pavement, cisterns for non-potable water uses, drought-tolerant landscaping, drought-conscious irrigation systems, water recycling, and other water conservation methods to be included in new public and private development, as appropriate.	**Consistent:** The Project includes infiltration basins to allow for the infiltration of surface water. Additionally, upon review of the Conceptual Landscape Plan, the City determined the landscape plan for the Project to be compliant with the City's Landscape Standards; therefore, the Project is consistent with General Plan Policy LUE 11.5.
NOISE	
Primary Policy: NE 3.1 **Noise Analysis.** Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use or on or near land designated for noise-sensitive land uses and ensure that recommended mitigation measures are implemented. **Related Policies:** (NE 1.1 **Land Use/Noise Compatibility.** Utilize the Land Use/Noise Compatibility Matrix to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments,	**Consistent:** The Project included preparation of the Noise Impact Analysis, *Technical Appendix Q*, prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 3.1. As discussed in the Noise Impact Analysis, *Technical Appendix Q*, prepared by Urban Crossroads for the Project, the Land Use/Noise Compatibility Matrix was used for determination of Project compatibility with the existing noise environment. Therefore, the Project is consistent with General Plan Policy NE 1.1.

Policy	Consistency Analysis
town center plans, and rezoning, with existing land uses and/or noise exposure due to transportation sources.)	
Stationary Noise Sources	
NE 1.3 **New or Modified Stationary Noise Sources.** Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards. This policy does not apply to noise levels associated with agricultural operations existing in 2017.	**Consistent:** As discussed in Subsection 4.12, *Noise*, of this EIR, the Project would not result significant noise impacts to sensitive receptors. Therefore, the Project is consistent with General Plan Policy NE 1.3.
NE 1.4 **Acoustical Assessment.** Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.	**Consistent:** The Project included preparation of the Noise Impact Analysis, *Technical Appendix Q*, prepared by Urban Crossroads. Therefore, the Project is consistent with General Plan Policy NE 1.4.
NE 1.6 **Protection of Noise Sensitive Land Uses.** Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land uses cannot be relocated, then the measures such as building techniques, setbacks, landscaping, and noise walls should be considered.	**Consistent:** As discussed in Subsection 4.12, *Noise*, the Project would have less than significant impacts on noise sensitive land uses in the vicinity of the Project site. Therefore, the Project is consistent with General Plan Policy NE 1.6.
NE 1.7 **Noise-Tolerant Uses.** Guide new or relocated noise-tolerant land uses into areas irrevocably committed to land uses that are noise producing, such as along major transportation corridors or within the projected noise contours of area airports.	**Consistent:** The Project includes industrial uses that would be located in an area that is designated for commercial and industrial development and would be located adjacent to similar uses. Therefore, the Project is consistent with General Plan Policy NE 1.7.
Mobile Noise Sources	
NE 2.2 **Commercial Truck Deliveries.** Require commercial or industrial truck delivery hours be limited to least-sensitive times of the day when adjacent to noise-sensitive land uses, unless there is no feasible alternative or there are overriding transportation benefits, as determined by the Planning Director.	**Consistent:** As discussed in Subsection 4.12, *Noise*, of this EIR, the Project's operational noise levels are determined to be less than significant. Therefore, the Project is consistent with General Plan Policy NE 2.2.
NE 3.2 **Truck Loading, Shipping, and Parking.** Require that the loading, shipping, or parking facilities of commercial and industrial land uses that abut or are within 200 feet of residential parcels, be located and designed to minimize potential noise impacts upon residents. Overnight commercial truck parking areas shall be regulated in the Zoning Ordinance as a commercial use.	**Consistent:** Although the Project would include loading and parking facilities within 200 feet of a residential parcel, the Project would construct a 14 ft high wall around the truck docking court to the southeast of Building 1, and along the outside edges of the truck court and passenger vehicle parking areas to the northwest of Building 1. Eight foot high metal fencing is also proposed along the northwest property line of the Building 2 site, and at the southern edge of the truck trailer court for Building 2. Accordingly, the Project would have less than significant impacts on noise sensitive land uses in the vicinity of the Project sit. Therefore, the Project is determined to be consistent with General Plan Policy NE 3.2.

Policy	Consistency Analysis
Construction Noise Sources	
NE 3.4 **Construction Equipment.** Require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.	**Consistent:** As discussed in Subsection 4.12, *Noise*, the Project's short-term construction noise impacts would be less than significant. City staff would require, as a condition of approval, compliance with noise reduction features identified in Policy NE 3.4 prior to the issuance of any grading and/or building permits. Therefore, the Project is consistent with General Plan Policy NE 3.4.
TRANSPORTATION	
ME 2.13 Multi-Modal Level of Service. When the City determines that there is a suitable tool available, we will measure and evaluate roadway performance and CEQA compliance and mitigation from a multi-modal, "complete streets" perspective using vehicle miles traveled (VMT), consistent with SB 743 and state guidelines.	**Consistent:** A VMT Analysis was prepared in accordance with changes to CEQA guidelines as an alternative to LOS as the measurement for identifying transportation impacts for land use projects. It should be noted that impacts associated with LOS are no longer considered an environmental impact and VMT is the standard for determining environmental impacts associated with transportation. The VMT Analysis has determined that, the Project would result in significant and unavoidable impacts, exceeding the City's baseline VMT threshold by 8.56% and cumulative VMT threshold by 13.66%. However, the Project considered and evaluated all feasible mitigation measures to reduce VMT. The Project is determined to be consistent with General Plan Policy ME 2.13**.**
LUE 3.15 Locations. Concentrate industrial and business park uses near major transportation facilities and utilities and along public transit corridors. Avoid siting such uses close to residentially zoned neighborhoods or where truck traffic will be routed through residential neighborhoods.	**Consistent:** The Project site is located in close proximity to I-215 and SR-60, which are major transportation facilities, and the Project would connect to existing utilities. Although the Project site is near a residential community, the Project would direct truck traffic associated with the Project away from residential areas and would not utilize City roads that prohibit truck traffic. Therefore, the Project is consistent with General Plan Policy LUE 3.15.
ME 3.9 Pedestrian Facilities. Public streets shall provide pedestrian facilities in accordance with adopted City standards. Sidewalks shall be separated from the roadway by a landscaped parkway, except where the Planning Director determines that attached sidewalks are appropriate due to existing sidewalk location, design, or other conditions.	**Consistent:** Implementation of the Project includes the development of sidewalks in accordance with the City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians. As required, the sidewalks will be separated from the roadway by a landscaped parkway. Therefore, the Project is consistent with General Plan Policy ME 3.9.
ME 3.11 Pedestrian Connectivity. Require development projects and site plans to be designed to encourage pedestrian connectivity among buildings within a site, while linking buildings to the public bicycle and pedestrian network.	**Consistent:** The Project includes on-site ADA-compliant sidewalks and curb ramps for travel to and from the parking lot to the building entryways. The sidewalks are designed to be 6-feet wide in front of auto stalls and 5-feet wide elsewhere. As previously

Policy	Consistency Analysis
	noted in the consistency response to General Plan Policy ME 3.9, the Project includes installation of sidewalks along the Project site's frontage. Additionally, the Project would include the installation of bicycle parking stalls at each of these proposed buildings in excess of what is required based on building intensity. Therefore, the Project is consistent with General Plan Policy ME 3.11.
ME 3.17 Public Transit Connections. Ensure safe pedestrian access from developments to existing and future transit routes and terminal facilities through project design.	**Consistent:** The Project has been designed to include on-site pedestrian walkways that connect to existing pedestrian facilities within the surrounding roadways which would allow for access to existing and future transit facilities. Therefore, the Project is consistent with General Plan Policy ME 3.17.
ME 3.21 ADA Compliance. Require safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.	**Consistent:** The Project site features (buildings, parking areas, etc.) would be connected by ADA-compliant sidewalks and striped crosswalks within the parking areas to the existing ensure pedestrian access throughout Project site. Therefore, the Project is consistent with General Plan Policy ME 3.21.
ME 8.2 Driveway Location and Number. Limit driveway locations and/or number based upon the street's General Plan classification and function. Driveways shall be located a sufficient distance away from major intersections and designed to allow for safe, efficient operation and minimize traffic conflicts.	**Consistent:** As previously mentioned, the City has reviewed the circulation plan for the Project and determined the design, with regards to ingress/egress and driveway design, and determined that the Project satisfies all requirements regarding driveway location and number. Therefore, the Project is consistent with General Plan Policy ME 8.2.
ME 8.10 Right-of-Way Improvements. Developers shall be responsible for right-of-way dedication and improvements that provide access to and enhance new developments. Improvements include street construction or widening, new paving, frontage improvements like curb, gutter, sidewalks, street trees, trails and parkways, installation of traffic signals, pavement markings and annunciators, and other facilities needed for the safe and efficient movement of pedestrians, bicyclists, equestrians, and motor vehicles.	**Consistent:** The Project's proposed transportation improvements include improvements to Rubidoux Boulevard, Jurupa Avenue, 20th Street/Market Street, 24th Street and 26th Street. Improvements include installation of sidewalks, curb and gutter, parkways, and a Class III bike route, the Project is consistent with General Plan Policy ME 8.10.
ME 8.15 Intersection Design. Design street intersections, where appropriate, to ensure the safe, efficient passage of pedestrians, bicyclists, equestrians, and vehicles.	**Consistent:** The Project will construct a Class III bike route along Avalon Street, from the Project's southern boundary to 20th Street. Therefore, the Project is consistent with General Plan Policy ME 8.15.
ME 8.29 TDM in Development Review. Encourage on-site features in all new non-residential developments that support Transportation Demand Management (TDM). Potential features may include preferred rideshare	**Consistent**: The Project provides EV charging stations (see Mitigation Measure 4.7-2), bicycle parking spaces, local road improvements, and pedestrian sidewalk improvements. Therefore, the Project is consistent with General Plan Policy ME 8.29.

Policy	Consistency Analysis
parking, car sharing vehicles, on-site food service and exercise facilities.	
TRIBAL CULTURAL RESOURCES	
Primary Policy: **COS 7.5 Native American Consultation**. Refer development projects for Native American tribal review and consultation as part of the environmental review process, in compliance with state law. **Related Policy:** **EJ 1.9 Tribal Consultation.** Consult with Native American Tribes early in the process on issues that could affect culturally significant areas.	**Consistent**: The Planning Department notified and consulted with the Gabrieleño Band of Mission Indians – Kizh Nation and the Soboba Band Luiseño Indians per AB52 State requirements, and mitigation measures have been incorporated. Therefore, the Project is consistent with General Plan Policy COS 7.5 and EJ 1.9.
COS 7.8 Native American Monitoring. Include Native American participation in the City's guidelines for resource assessment and impact mitigation. Native American representatives should be present during archaeological excavation and during construction in an area likely to contain cultural resources. The Native American community shall be consulted as knowledge of cultural resources expands and as the City considers updates or significant changes to its General Plan.	**Consistent:** Mitigation Measure MM 4.14-3 requires the Project Applicant to provide the City of Jurupa Valley evidence of agreements with the consulting tribe(s), for tribal monitoring. Therefore, the Project is consistent with General Plan Policy 7.8.
UTILITIES AND SERVICE SYSTEMS	
AQ 5.1 Utilize source reduction, recycling, and other appropriate measures to reduce the amount of solid waste disposed of in landfills.	**Consistent:** As discussed in Subsection 4.15, *Utilities and Service Systems*, the Project would implement best practices to reduce the amount of solid waste generated during construction and operation. Therefore, the Project is consistent with General Plan Policy AQ 5.1.
LUE 12.1 Service Capacity. Ensure that development does not exceed the City's or the community service districts' ability to adequately provide supporting infrastructure and services, such as water, wastewater treatment, energy, solid waste, and public services such as police/fire/emergency medical services, recreational facilities, and transportation systems.	**Consistent:** The City has reviewed the Project as proposed to ensure that it would not have an adverse impact on infrastructure and services. Through the payment of mandatory development impact fees, the Project would have a less than significant impact in this regard and would be consistent with Policy LUE 12.1.
LUE 12.3 Urban Water Management Plans. Review all projects for consistency with the appropriate community services district's urban water management plans.	**Consistent:** As discussed in Subsection 4.15, *Utilities and Service Systems*, the Project has been reviewed for consistency with the Rubidoux Community Services District's 2015 Urban Water Management Plan. Therefore, the Project is consistent with General Plan Policy LUE 12.3.
ME 7.9 Landscape Buffers. Encourage the use of drought-tolerant California native plants and the use of recycled water for roadway landscaping**.**	**Consistent:** As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes drought tolerant plants. The Project is required to comply with Jurupa

Policy	Consistency Analysis
	Valley Municipal Code Chapter 9.283, which is known as the Water Efficient Landscape Requirements Ordinance and mandates requirements for ensuring water efficient landscapes in new development and reduce water waste in existing landscapes. Therefore, the Project is consistent with General Plan Policy ME 7.9.
WILDFIRE	
CSSF 1.23 Fire Prevention. Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following: 1. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use. 2. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or "lifeline" facilities, per county or state standards. These shall include assurance that structural and nonstructural architectural elements of the building will not impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor hinder evacuation from fire, including potential blockage of stairways or fire doors. 3. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by CAL FIRE or City Building Official.	**Consistent:** As discussed in Subsection 4.13, *Transportation*, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Moreover, the Project Applicant would be required to comply with PPP 4.8-3 which would ensure that the Project is designed and constructed to provide adequate emergency access for emergency vehicles. Additionally, as discussed in Subsection 4.8, *Hazards and Hazardous Materials*, the Project would comply with the City of Jurupa Valley Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measure. Therefore, the Project is consistent with General Plan Policy CSSF 1.23.
CSSF 1.24 Adjacent Natural Vegetation. Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.	**Consistent:** As shown on Figure 3-8, *Conceptual Landscape Plan*, the Project includes drought-tolerant plants. The Project is required to comply with Section 9.283 (Water Efficient Landscape Design Requirement) of the City of Jurupa Valley Municipal Code. Compliance with these provisions would result in the installation of drought-tolerant landscaping at the Project site. Therefore, the Project is consistent with General Plan Policy CSSF 1.24.

2. Analysis of Consistency with the City of Jurupa Valley Zoning and Municipal Code

Under existing conditions, the current Zoning Classification for the Project site is Manufacturing-Medium (M-M) to the north of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcels to the south. The Project Applicant proposes a Zone Change to modify the site's underlying zoning from M-SC to Manufacturing-Medium (M-M) to be consistent with the Agua Mansa Warehouse and Distribution Center Overlay. Per Chapter 9.150, M-M Zone (Manufacturing-Medium), of the City's Zoning Code, warehousing/logistics uses are permitted within this zone following approval of a Development Agreement. Thus, pursuant to Chapter 9.150.020(5), the Project is consistent with the land uses allowed in the M-M Zone following approval of the Development Agreement No. 19001. The Project's application materials were reviewed by the City for conformance with the development standards applicable within the M-M Zone, as set forth in Chapter 9.150 of the City's Zoning Code.

Project consistency with the City's Zoning Code is a land use planning issue and would not result in environmental impacts. As such, a detailed consistency analysis will be addressed in the City's staff report.

3. Analysis of Consistency with the SCAG Connect SoCal

SCAG's Connect SoCal is the applicable SCAG planning documents that apply to the Project. *Connect SoCal* identifies voluntary best practices to approach growth and infrastructure challenges in an integrated and comprehensive way. The Connect SoCal goals are meant to provide guidance for considering proposed projects for municipalities throughout the SCAG jurisdictional area within the context of regional goals and policies. As shown in Table 4.10-2, *SCAG Connect SoCal Goal Consistency Analysis*, implementation of the Project would not result in an inconsistency with the adopted Connect SoCal. Accordingly, the Project would have a less-than-significant impact with respect to a conflict with the SCAG's Connect SoCal.

Table 4.10-2 SCAG Connect SoCal Goal Consistency Analysis

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
1	Encourage regional economic prosperity and global competitiveness.	**Consistent.** The Project includes development of the Project site with two industrial buildings that are designed to meet contemporary industry standards and operational characteristics, that can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region. The Project would assist the City to meet its economic goal for fiscal strength and stability through business investment and employment

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		generation. Accordingly, the Project would encourage regional economic prosperity and global competitiveness.
2	Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Consistent.** As discussed under Threshold c, in Section 4.13, *Transportation*, of this EIR, the Project would not result in a substantial safety hazard to motorists. Additionally, the proposed buildings would accommodate the movement of goods throughout the region, which would shorten the length of vehicular trips and increase the reliability of the movement of goods throughout the region.
3	Enhance the preservation, security, and resilience of the regional transportation system.	**Consistent.** The Project contributes to and would be consistent with planned land use and growth assumptions in the City of Jurupa Valley, as anticipated by the General Plan. The Project proponents would pay applicable traffic mitigation fees that would fund additional traffic improvements in the study area and maintenance of roadway infrastructure in the Project area. This policy provides guidance to the City of Jurupa Valley to monitor the transportation network and to coordinate with other agencies as appropriate. The Project would not conflict with the City's transportation network or the City's coordination with other agencies.
4	Increase person and goods movement and travel choices within the transportation system.	**Consistent.** The Project involves development of two industrial buildings within a developing industrial area and in proximity to the State highway system, which would avoid or shorten truck-trip lengths on other roadways. In compliance with the CALGreen Code, interior bicycle storage would be provided within the proposed buildings, and short- and long-term exterior bicycle parking spaces would be provided at each building. The Project also includes the construction of sidewalks along roadways adjacent to the Project site where sidewalks do not currently exist; replacement of older sidewalks, as necessary; and, repair of existing sidewalks if damaged during construction. Sidewalks would be constructed to the City's full-width standards.
5	Reduce greenhouse gas emission and improve air quality.	**Consistent.** Refer to the consistency analysis for Goal 4 above. The majority of the site is currently vacant therefore any new development would increase impacts associated with air quality and greenhouse gas emissions. However, the Project's impacts were evaluated in Section 4.2, *Air Quality*, and Section 4.7, *Greenhouse Gas Emissions*, of this EIR. Air quality and greenhouse gas emissions were determined to exceed SCAQMD thresholds for NO_x and greenhouse gas emissions; and result in significant unavoidable impacts. However, all feasible mitigation measures were considered to

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
		reduce greenhouse gas emissions and improve air quality. Impacts would be reduced the maximum extent feasible through the implementation of Mitigation Measures MM 4.2-1 through MM 4.2-6 and MM 4.7-1 and 4.7-2, which limit truck idling, provide incentives for using clean engines and equipment, require installation of conduit for EV truck charging stations, electric indoor material handling equipment and off-road equipment, preferential parking for fuel-efficient and carpool/van vehicles, EV charging stations.
6	Support healthy and equitable communities.	**Consistent.** This policy pertains to health and equitable communities, and these issues are addressed through goals and policies outlined in the Healthy Communities and Environmental Justice Element of the City's General Plan. The Project site is located within an environmental justice community. Relevant to the Project, the proposed building design would support the health of occupants and users by using windows and design features to maximize natural light and ventilation. Additionally, the Project is located in an area zoned for industrial uses. Therefore, the proposed industrial buildings are intended for the Project site, which is also surrounded by property zoned for industrial uses to the north, east, and south.
7	Adapt to a changing climate and support an integrated regional development.	**Consistent.** Connect SoCal indicates that since the adoption of the previous *2016 RTP/SCS*, there have been significant drivers of change in the goods movement industry including emerging and new technologies, more complex supply chain strategies, evolving consumer demands and shifts in trade policies. E-commerce continues to be one of the most influential factors shaping goods movement. The Project involves the development of a Project site, historically used for surface mining, with two industrial buildings that will accommodate a wide variety of users that would diversify the City of Jurupa Valley's economy and bring employment opportunities closer to the local workforce. Co-locating jobs near housing reduces greenhouse gas emissions caused by long commutes and contributes to integrated development patterns. Further, the Project site is located in an area designated for industrial development in the City of Jurupa Valley, which is in close proximity to key freeway infrastructure (e.g., I-215, SR-60, I-10, etc.), thereby reducing travel distances. Development of the Project in northeastern Riverside County, also would shorten the distance that goods need to travel between a logistics facility to their final destinations ("last mile" transit times).

RTP/ SCS Goal	Goal Statement	Project Consistency Discussion
8	Leverage new transportation technologies and data-driven solutions that result in more efficient travel.	**Consistent.** Connect SoCal also indicates that the advancement of automation is expected to have considerable impacts throughout regional supply chains. Notably, warehouses, such as those proposed with the Project, are increasingly integrating automation to improve operational efficiencies in response to the surge in direct-to-consumer e-commerce. Additionally, continued developments and demonstrations of electric-powered and automated truck technologies will alter the goods movement environment with far-reaching impacts ranging from employment to highway safety. The Project would meet contemporary industry standards to support advancements in these and other transportation technologies.
9	Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** The Project is in an area designated for industrial uses and would not interfere with the City's ability to encourage the development of diverse housing types that are supported by multiple transportation options in other parts of the City, as appropriate.
10	Promote conservation of natural and agricultural lands and restoration of habitats.	**Consistent.** The majority of the Project Site is characterized as fallow field croplands which appear to be disked annually. The site is not located within an area intended for conservation of natural or agricultural lands. Implementation of the Project would not interfere with City's ability to promote the conservation of natural and agricultural lands and the restoration of habitats. Additionally, the Project site does not include any land designated for agricultural uses.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.10.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the Project in conjunction with other development projects and planned development in the vicinity of the Project site that are located in the northwestern area of Riverside County. As discussed under Threshold a, the Project would not

physically divide an established community because the Project site is surrounded by roadways and existing industrial development. Although the site shares an adjacent property boundary with residential uses, the Project proposes the installment of a new 14-foot-tall concrete screen wall. Therefore, the Project would have a less than cumulatively considerable impact with respect to a physical division of an established community.

As discussed under Threshold b, the Project would not conflict with any other aspects of the City's General Plan or any other applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating adverse environmental effects. Cumulative development would also be subject to site-specific environmental and planning reviews that would address consistency with adopted land use plan, policy, or regulation. As part of environmental review, projects would be required to provide mitigation for any inconsistencies with the General Plan and environmental policies that would result in adverse physical environmental effects. Thus, it is expected that the land uses of cumulative projects would be consistent with policies that avoid an environmental effect; therefore, cumulatively considerable impacts from cumulative projects related to policy consistency would be less than significant.

4.11 MINERAL RESOURCES

This subsection describes the potential mineral resources that are located on the Project site and vicinity and evaluates the potential effects that the Project may have on these resources. The following analysis is based on information obtained in the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a); the *Geotechnical Engineering Investigation*, prepared on November 30, 2005 for the Project site by NorCal Engineering (NorCal Engineering, 2005) (*Technical Appendix J*), and the *Phase I Environmental Site Assessment* that was prepared for the Project by Hazard Management Consulting, Inc. (HCI, 2020) (*Technical Appendix M*).

4.11.1 EXISTING CONDITIONS

Based on the Mineral Land Classification prepared by the California Department of Conservation, the City of Jurupa Valley is located within the Temescal Valley Production Area and San Bernardino Production-Consumption region. (CGS, 2014) The Project Site currently has an active mining permit with a reclamation plan from the State of California. While the original conditional use permit issued by the County of Riverside lapsed in 2009, the active mining permit from the State means the site may at some point be reactivated. Mining activities within the Project site have been on-going since 1989 under the Surface Mining Permit (SMP) 171. SMP 171 expired in 1999 and a subsequent permit SMP 206 was approved in 2004 to extend the permit for ten years until 2014, or until the resources is exhausted. In 2006, the estimated quantity of decomposed granite remaining to be mined is approximately 900,000 cubic yards. The reclamation plan states that reclamation will be progressive as the finished grade of the Project site is achieved. Reclamation activities will be accomplished concurrently with the planned excavation. Final reclamation shall be ongoing with respect to grading and shaping the mine area. No future mining is planned and the site will resemble and take on characteristics of the surrounding areas and development due to the modest slopes and grade land. The reclamation plan sets forth standards to ensure that drainage of the site will be restored and graded to maintain surface water flow; erosion and drainage control will be implemented; and cleanup of the mining site would ensure no contaminates will be left onsite. (Yeager SKANSKA Inc., 2004)

As detailed in the Geotechnical Report prepared for the Project site, the site is vacant of permanent structures and is previously disturbed from an onsite granite mining operation. The majority of the site has been excavated and has been subject to previous soil export operations. According to available maps, up to approximately 20 to 30 feet of soil has been removed from along the westerly portion of the site with decreasing removals further to the east (NorCal Engineering, 2005, p. 2). Historical documents indicate that the southern parcel had orchards in the northwest quarter from 1931 (the earliest records) until approximately the early 1950s and an egg farm in the southwest quarter from approximately the early 1950s to the early 1990s. All structures in this area were demolished by early 1996. The historical documents suggest that the northern parcel had an orchard in the far western portion until the early 1950s. The current operations of equipment storage are only apparent on the 2002 aerial photograph, and it is unclear when mining of the decomposed granite was initiated but

operations ended by 2009. The church property was first noted as being developed in 1990 and operated on site through approximately 2018.

4.11.2 NOP/Scoping Comments

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to mineral resources. Additionally, no comments related to mineral resources were received during the public scoping period.

4.11.3 Regulatory Framework

The following is a brief description of the federal, state, and local environmental laws and related regulations related to mineral resources.

A. State Regulations

1. Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA, Public Resources Code, §§ 2710-2796) provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources. Public Resources Code § 2207 provides annual reporting requirements for all mines in the state, under which the State Mining and Geology Board is also granted authority and obligations. (CDC, n.d.)

SMARA, Chapter 9, Division 2 of the Public Resources Code, requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. These policies are prepared in accordance with the Administrative Procedures Act, (Government Code) and are found in California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1. (CDC, n.d.)

4.11.4 Methodology

The Project site's previous mining activities and the City's General Plan were reviewed to determine potential impacts of the proposed Project regarding mineral resources.

4.11.5 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to mineral resources. Based on these significance thresholds, a project would have a significant impact on mineral resources if it would:

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 recover site delineated on a local general plan, specific plan, or other land use plan.

4.11.6 IMPACT ANALYSIS

Threshold a: ***Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

There are no Plans, Polices, or programs applicable to the loss of known mineral resources.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of known mineral resources.

B. Impact Analysis

As indicated in the City's General Plan, the Project site is classified as Mineral Resources Zone (MRZ) 3, which includes "areas containing mineral deposits the significance of which cannot be evaluated from available data" (General Plan Fig 4-16).

The northern portion of the Project site was previously used for mining of decomposed granite.. As previously stated, mining activities within the Project site have been ongoing since 1989 under the Surface Mining Permit (SMP) 171. SMP 171 expired in 1999 and a subsequent permit SMP 206 was approved in 2004 to extend the permit for ten years until 2014. Compared to other surface mining operations within the western Riverside and San Bernardino County, mining operation at the Project site are relatively small. Materials produced from the mine is acceptable for aggregate base for roadways and general fill material. (Yeager SKANSKA Inc., 2004)

Mining operations at the Project site have been completed. The reclamation plan was approved in 2004. The Project includes closure and implementation of the reclamation plan, which would occur concurrent with grading activities on site. The Project will result in re-compaction of the site to commercial standards that will facilitate the Project. Once the Project is approved, the State mining permit will be terminated and closed, thus ensuring mining operations never occur at the Project Site in the future. Reclamation of the Project site would occur in accordance with existing regulations under SMARA and in the City's Municipal Code in order to allow for future development of the site.

The Project site does not contain a known mineral resource that would be of value to the region and residents of the State. Accordingly, the proposed Project has no potential to 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.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant impact.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

There are no Plans, Polices, or programs applicable to the loss of known mineral resources.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of known mineral resources.

B. Impact Analysis

Mineral resource sites are designated as Mineral Resources (OS-MR) by the General Plan. The Project site is currently designated as Light Industrial (LI). As such, the site is not designated as a mineral resource recovery site by the City's General Plan, and there are no other land use plans that identify the site for containing mineral resources. The closure and reclamation plan for the existing mine on the Project site is part of the Project and the Project will result in re-compaction of the site to commercial standards. Accordingly, the Project would not 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.

C. Significance Before Mitigation

Less than significant impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant impact.

4.11.7 CUMULATIVE IMPACT ANALYSIS

The geographic area for this analysis is the Temescal Valley Production Area and San Bernardino Production-Consumption region. As of January 1, 2017, the California Geological Survey estimated that the San Bernardino Production-Consumption region has a 50-year demand for aggregate resources in the amount of 939 million tons. As of that date, 156 million tons of permitted aggregate resources were available. Therefore, the existing permitted aggregate resources cannot meet anticipated demands to the year 2067. However, as previously stated, mining operations at the Project site has stopped and a reclamation plan has been approved. The Project would implement the reclamation plan in accordance with existing regulations under SMARA and in the City's Municipal Code in order to allow for development of the Project. Furthermore, the Project site does not contain mineral resources that would be of value to the region or the residents of the State and are not locally significant. Therefore, the Project would not cumulatively contribute to the loss of significant mineral resources. No cumulatively considerable impacts would occur.

The City's General Plan does not designate the Project site or surrounding areas as a mineral resource recovery site, and there are no other land use plans that identify the site or surrounding areas for containing mineral resources. As such, the Project has no potential to result in cumulatively-considerable impacts due to 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 cumulatively considerable impacts would occur.

4.12 NOISE

The following analysis is based in part on information obtained from a technical report titled *Noise Impact Analysis* prepared by Urban Crossroads, dated August 25, 2021 (Urban Crossroads, 2021b), and appended to this EIR as *Technical Appendix Q.* All references used in this Subsection are listed in EIR Section 7.0, *References*.

A complete description of noise fundamentals, including characteristics of sound, measurement of sound, physiological effects of noise, vibration, and human response to ground-borne noise and vibration are provided in the Noise Impact Analysis (*Technical Appendix Q* of this EIR). Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. An A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Decibels (dB) are measured on a logarithmic scale; for example, 10 dB is 10 times more intense than 1 dB, 20 dB is 100 times more intense, and 30 dB is 1,000 times more intense. In other words, thirty decibels (30 dB) represent 1,000 times as much acoustic energy as 1 dB. A sound as soft as human breathing is about 10 times greater than 0 dB. The decibel system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source and dissipate exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dB for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dB for each doubling of distance in a hard site environment. Line source noise in a relatively flat environment with absorptive vegetation decreases 4.5 dB for each doubling of distance.

4.12.1 EXISTING CONDITIONS

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations in the Project study area by Urban Crossroads, Inc. on Wednesday, February 12th, 2020. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Figure 4.12-1, *Noise Measurement Locations*, provides the boundaries of the Project study area and the noise level measurement locations. Figure 4.12-2, *Sensitive Receptor Locations*, shows locations where people reside or where the presence of unwanted sound could otherwise affect the use of the land. (Urban Crossroads, 2021b, p. 23).



Figure 4.12-1

NOT TO SCALE
Feet
NORTH

NOISE MEASUREMENT LOCATIONS



Figure 4.12-2

NOT TO SCALE
Feet
NORTH

SENSITIVE RECEPTOR LOCATIONS

The hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour Community Noise Equivalent Level (CNEL). The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013 (Urban Crossroads, 2021b, p. 23).

The noise measurements presented below focus on the average or equivalent sound levels (L_{eq}). The L_{eq} represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 4.12-1, *24-Hour Ambient Noise Level Measurement*, identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. The existing hourly ambient noise levels are described below (Urban Crossroads, 2021b, p. 24):

- Location L1 represents the noise levels north of the Project site on 25th Street near an existing single-family residential home at 6041 25th Street. The noise levels at this location consist primarily of traffic noise from 25th Street and activity from R&S Madrigal Grading Construction. The noise level measurements collected show an overall 24-hour exterior noise level of 74.8 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 68.2 dBA L_{eq} with an average nighttime noise level of 68.3 dBA L_{eq}.

- Location L2 represents the noise levels located east of the Project site on Avalon Street near Avalon Park. Noise levels at this location account for traffic on Avalon Street as well as activity from Avalon Park. The noise level measurements collected show an overall 24-hour exterior noise level of 67.4 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 62.7 dBA L_{eq} with an average nighttime noise level of 60.5 dBA L_{eq}.

- Location L3 represents the noise levels east of the Project site near an existing single-family home at 2562 Avalon Street. The 24-hour CNEL indicates that the overall exterior noise level is 70.1 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 65.5 dBA L_{eq} with an average nighttime noise level of 63.2 dBA L_{eq}. Traffic from Avalon Street and activity from Sierra Pacific Electrical represent the primary source of noise at this location.

- Location L4 represents the noise levels southeast of the Project site on 26th Street near existing single-family homes at 5638 26th Street. The noise level measurements collected show an overall 24-hour exterior noise level of 63.1 dBA CNEL. The energy (logarithmic) average

daytime noise level was calculated at 57.0 dBA L_{eq} with an average nighttime noise level of 56.4 dBA L_{eq}. The noise levels at this location consist primarily of traffic noise from Avalon Street.

- Location L5 represents the noise levels south of the Project site on 28th Street near existing single-family homes at 5769 28th Street. The 24-hour CNEL indicates that the overall exterior noise level is 66.3dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 62.3 dBA L_{eq} with an average nighttime noise level of 58.8 dBA L_{eq}. Traffic on 28th Street represents the primary source of noise at this location.

- Location L6 represents the noise levels near the southern boundary of the Project site on the intersection of Canal Street and 28th Street. The 24-hour CNEL indicates that the overall exterior noise level is 64.6dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 56.1 dBA L_{eq} with an average nighttime noise level of 58.3 dBA L_{eq}. Traffic on 28th Street and Canal Street represents the primary source of noise at this location.

Table 4.12-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 of *Technical Appendix Q* provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L_1, L_2, L_5, L_8, L_{25}, L_{50}, L_{90}, L_{95}, and L_{99} percentile noise levels observed during the daytime and nighttime periods (Urban Crossroads, 2021b, p. 25).

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with surface streets as well as activity from surrounding industrial uses. The 24-hour existing noise level measurement results are shown on Table 4.12-1 (Urban Crossroads, 2021b, p. 25).

Table 4.12-1 24-Hour Ambient Noise Level Measurement

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]		CNEL
		Daytime	Nighttime	
L1	Located north of the Project site on 25th Street near existing single-family residential home at 6041 25th Street.	68.2	68.3	74.8
L2	Located east of the Project site on Avalon Street near Avalon Park.	62.7	60.5	67.4
L3	Located east of the Project site near existing single-family home at 2562 Avalon Street.	65.5	63.2	70.1
L4	Located southeast of the Project site on 26th Street near existing single-family homes at 5638 26th Street.	57.0	56.4	63.1

Location	Description	Energy Average Noise Level (dBA L_{eq})[1]		CNEL
		Daytime	Nighttime	
L5	Located south of the Project site on 28th Street near existing single-family homes at 5769 28th Street.	62.3	58.8	66.3
L6	Located near the southern boundary of the Project site on the intersection of Canal Street and 28th Street.	56.1	58.3	64.6

[1] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2. "Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2021b, Table 5-1)

4.12.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to noise. Additionally, no comments related to noise were received during the public scoping period.

4.12.3 REGULATORY FRAMEWORK

A. Federal Regulations

1. Federal Transit Administration

The Federal Transit Administration (FTA) has published a Noise and Vibration Impact Assessment (NVIA), which provides guidance for preparing and reviewing the noise and vibration sections of environmental documents. In the interest of promoting quality and uniformity in assessments, the manual is used by project sponsors and consultants in performing noise and vibration analyses for inclusion in environmental documents. The manual sets forth the methods and procedures for determining the level of noise and vibration impact resulting from most federally-funded transit projects and for determining what can be done to mitigate such impact.

The NVIA also establishes criteria for acceptable ground-borne vibration, which are expressed in terms of root mean square (rms) velocity levels in decibels and the criteria for acceptable ground-borne noise are expressed in terms of A-weighted sound levels. As shown in Table 4.12-2, *Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment*, the FTA identifies three categories of land uses and provides Ground-Based Vibration (GBV) and Ground-Based Noise (GBN) criteria for each category of land use.

Table 4.12-2 Ground-Borne Vibration and Ground-Borne Noise Impact Criteria for General Assessment

Land Use Category	Ground-Borne Vibration Impact Levels (VdB re 1 µin/sec)			Ground-Borne Noise Impact Levels (dB re 20 µPa)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB[4]	65 VdB[4]	65 VdB[4]	–[5]	–[5]	–[5]
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use.	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

[1] Frequent events are defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
[2]Occasional events are defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have this many operations.
[3] Infrequent events are defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
[4] This criterion limit is based on levels that are acceptable for most moderately sensitive equipment, such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.
[5] Vibration-sensitive equipment is generally not sensitive to ground-borne noise.
µin/sec = micro-inches per second
µPa = micro-Pascals
dB = decibels
dBA = A-weighted decibels
FTA = Federal Transit Administration
HVAC = heating, ventilation, and air conditioning
VdB = vibration velocity decibels
Source: (FTA, 2006, Table 8-1)

B. State Regulations

1. State of California Noise Requirements

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. The purpose of the Noise Element is to limit the exposure of the community to excessive noise levels.

C. Local Policies

1. City of Jurupa Valley Municipal Code Noise Regulations

The City's Municipal Code, Chapter 11.05, *Noise Regulations*, sets noise standards for various land uses within the City's boundary, but is not in intended to establish thresholds of significance for the purpose of analysis required by the California Environmental Quality Act. Section 11.05.040 of the City Municipal Code limits exterior noise attributable to stationary noise sources at residential properties to 55 dBA from 7:00 a.m. to 10:00 p.m. and 45 dBA from 10:00 p.m. to 7:00 a.m. For commercial land uses, the sound level standards are 65 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m. For industrial land uses, the sound level standards are 75 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA (light industrial) or 75 dBA (heavy industrial) from 10:00 p.m. to 7:00 a.m. No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards applicable to the said land uses.

Section 11.05.020 of the City Municipal Code limits the hours of construction to between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September, and to 7:00 a.m. and 6:00 p.m. during the months of October through May, when construction activities are located within a quarter-mile from an inhabited dwelling.

2. City General Plan Policies

The City of Jurupa Valley General Plan identifies policies to minimize the impacts of excessive noise levels throughout the comment and establish noise level compatibility guidelines for all land uses. The specific policies outlined in the City's General Plan that are related to noise and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in EIR Subsection 4.10, *Land Use and Planning*.

4.12.4 METHODOLOGY

The Project specific Noise Impact Analysis (EIR *Technical Appendix Q*) was performed in compliance with the methods and procedures used to model and analyze the future noise environment. All transportation related noise levels are presented in terms of the 24-hour CNELs.

A. Off-Site Traffic Operational Noise

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the FHWA Traffic Noise Prediction Model-FHWA-RD-77-108. The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the

percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis (Urban Crossroads, 2021b, p. 27).

The roadway parameters used to assess the Project's off-site dBA CNEL transportation impact includes 24 study area roadway segments. To quantify the off-site noise levels, the Project related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix (Urban Crossroads, 2021b, p. 27).

B. Stationary Source Operational Noise

This operational noise analysis is intended to describe noise level impacts associated with the expected noise levels typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project would be operational 24 hours per day, seven days per week. Consistent with industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity (Urban Crossroads, 2021b, p. 53).

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on, Table 4.12-1, *24-Hour Ambient Noise Level Measurement*, used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity all operating continuously. These sources of noise activity will likely vary throughout the day (Urban Crossroads, 2021b, p. 53).

Table 4.12-3 Reference Noise Level Measurements

Noise Source	Noise Source Height (Feet)	Min./Hour		Reference Noise Level @ 50' (dBA L_{eq})	Sound Power Level (dBA)[3]
		Day	Night		
Loading Dock Activity	8'	60	60	62.8	103.4
Entry Gate & Truck Movement	8'	*	*	58.0	89.7
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Parking Lot Vehicle Movements	5'	60	60	41.7	79.0
Trash Enclosure Activity	5'	20	20	57.3	94.0

Source: (Urban Crossroads, 2021b, Table 9-1)

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA analyzes the noise level of multiple types of noise sources and calculates the noise levels at any location using the spatially accurate Project site plan and includes the effects of topography, buildings, and multiple barriers in its calculations using the latest standards to predict outdoor noise impacts.

Loading Dock Activity
The reference loading dock activities are intended to describe the typical operational noise source levels associated with the Project. This includes truck idling, deliveries, backup alarms, unloading/loading, docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. At a uniform reference distance of 50 feet, Urban Crossroads collected a reference noise level of 62.8 dBA L_{eq} (Urban Crossroads, 2021b, p. 55).

The loading dock activity noise level measurement was taken over a fifteen-minute period and represents multiple noise sources taken from the center of activity. The reference noise level measurement includes employees unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm. In addition, during the noise level measurement a truck entered the loading dock area and proceeded to reverse and dock in a nearby loading bay, adding truck engine, idling, air brakes noise, in addition to on-going idling of an already docked truck (Urban Crossroads, 2021b, p. 55).

The noise level measurements represent the typical weekday general light industrial logistics warehouse operation in a single building with a loading dock area on the eastern side of the building façade. In addition, since this reference noise level describes the peak noise source activity, it is also used in the noise prediction model as area source to conservatively describe the entire loading dock area even though during normal operations, the loading dock noise source activity will occur at different locations throughout the loading dock area (Urban Crossroads, 2021b, p. 56).

Entry Gate & Truck Movements
An entry gate and truck movements reference noise level measurement were taken at over a 15-minute period and represent multiple noise sources producing a reference noise level of 58.0 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise. Consistent with the Rubidoux Warehouse Trip Generation Assessment prepared by Urban Crossroads, Inc., the Project is expected to generate a total of approximately 752 two-way truck trips per day. Using the estimated number of truck trips in combination with time of day vehicle splits, the number of entry gate and truck movements were calculated. This information is

then used to calculate the entry gate and truck movements operational noise source activity based on the number of events by time of day (Urban Crossroads, 2021b, p. 56).

Roof-Top Air Conditioning Units

To assess the noise levels created by the roof-top air conditioning units, reference noise level represents measurements were collected from a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA Leq. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. The air conditioning units are expected to be located on the roof of the Project buildings. The noise attenuation provided by the existing parapet wall is not reflected in this reference noise level measurement (Urban Crossroads, 2021b, pp. 56-57).

Parking Lot Vehicle Movements

To determine the noise levels associated with parking lot vehicle movements, Urban Crossroads collected reference noise level measurements over a 24-hour period at the parking lot for the Panasonic Avionics Corporation in the City of Lake Forest. The peak hour of activity measured over the 24-hour noise level measurement period occurred between 12:00 p.m. to 1:00 p.m., or the typical lunch hour for employees working in the area. The measured reference noise level at 50 feet from parking lot vehicle movements was measured at 41.7 dBA Leq. The parking lot noise levels are mainly due to cars pulling in and out of spaces during peak lunch hour activity and employees talking. Noise associated with parking lot vehicle movements is expected to operate for the entire hour (60 minutes) (Urban Crossroads, 2021b, p. 57).

Trash Enclosure

To describe the noise levels associated with a trash enclosure, Urban Crossroads collected a reference noise level measurement at an existing commercial and office park trash enclosure within a parking lot on the northeast corner of Baker Street and Red Hill Avenue. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA Leq for the trash enclosure activity. The trash enclosure activity noise levels include two metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster, and background parking lot vehicle movements. Noise associated with trash enclosure activities is conservatively expected to occur for 20 minutes per hour (Urban Crossroads, 2021b, p. 57).

C. Vibration

The analysis also focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the

roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity (Urban Crossroads, 2021b, p. 35).

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. The FTA provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ (Urban Crossroads, 2021b, p. 35).

4.12.5 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to noise. Based on these significance thresholds, a project would have a significant impact associated with noise if it would 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 ground borne vibration or ground borne 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 two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.*

Based on Guidelines for the Implementation of the California Environmental Quality Act, Appendix G, Public Resource Code Sections 15000–15387, a project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and the goals of the community in which it is located. The noise and vibration standards applicable to the Project include the criteria in the Noise Element of the City of Jurupa General Plan and the FTA's Transit Noise and Vibration Impact Assessment Manual which is referenced in the City of Jurupa Valley, *Environmental Review Guidelines and Thresholds of Significance*, August 2020.

A. Noise Level Increase

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental

impact. According to the City of Jurupa Valley, a noticeable increase of 3 dBA or more than City standards is considered a significant impact. The City of Jurupa Valley noise related CEQA thresholds guidance is provided in Appendix 4.1.

B. Vibration Impacts

The City of Jurupa Valley maintains a 0.2 inches per second (in/sec) peak-particle-velocity (PPV) vibration threshold during Project construction.

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4.12-4, *Significance Criteria Summary*, summarizes the significance criteria for the Project.

Table 4.12-4 Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive	If ambient is < 65 dBA CNEL[1]	Project plus ambient > 65 dBA CNEL and a ≥ 3 dbA CNEL Project increase[2]	
	Non-Noise-Sensitive	If ambient is < 70 dBA CNEL[1]	Project plus ambient > 70 dBA CNEL and a ≥ 3 dBA CNEL Project increase[2]	
Operational	Noise-Sensitive	Exterior Noise Level Standards[2]	55 dBA L_{eq}	45 dBA L_{eq}
		If ambient is > 65 dBA L_{eq}[1]	≥ 3 dBA L_{eq} Project increase[2]	
		Vibration Level Threshold[2]	0.2 in/sec PPV	
Construction	Noise-Sensitive	Limit typical construction activities to weekdays between 7:00 a.m. and 6:00 p.m. Limit grading, demolition, pile driving to weekdays between 9:00 a.m. and 3:00 p.m.[3]		
		Noise Level Threshold[4]	80 dBA L_{eq}	70 dBA L_{eq}
		Vibration Level Threshold[4]	0.2 in/sec PPV	

[1] City of Jurupa Valley General Plan Noise Element Policy NE 1.5 and Figure 7-3
[2] City of Jurupa Valley noise related CEQA thresholds guidance for noise sensitive receivers (Appendix 4.1)
[3] City of Jurupa Valley Municipal Code, Section 11.050.040
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual
Source: (Urban Crossroads, 2021b, Table 4-1)

4.12.6 IMPACT ANALYSIS

Threshold a: ***Would the Project generate 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on Federal, State, or local law currently in place which effectively reduce or avoid impacts from noise.

The following apply to the Project and would reduce impacts relating to noise. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.12-1 In order to ensure compliance with General Plan Policy NE 3.4 Construction Equipment, require that all construction equipment utilize noise reduction features (i.e., mufflers and engine shrouds) that are at least as effective as those originally installed by the equipment's manufacturer.

PPP 4.12-2 In order to ensure compliance with General Plan Policy NE 3.5 Construction Noise, limit commercial construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high noise-generating construction activities to between 9:00 a.m. and 3:00 p.m.

2. Project Design Features (PDFs)

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to noise standards. The Project does not include any specific project design features related to noise other than those required by federal, State, and/or local regulations.

B. Impact Analysis

1. Short-Term Construction Noise Impacts

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages, based on the *Air Quality Impact Analysis* (see *Technical Appendix B*) for the Project: Site Preparation; Grading; Building Construction; Paving; and Architectural Coating. The construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction (Urban Crossroads, 2021b, p. 65).

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 4.12-5, *Construction Reference Noise Levels*, provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 4.12-5 have been adjusted for consistency to describe a uniform reference distance of 50 feet (Urban Crossroads, 2021b, p. 65).

Table 4.12-5 Construction Reference Noise Levels

Construction Stage	Reference Construction Activity	Reference Noise Level @ 50 Feet		Highest Reference Noise Level	
		(dBA L_{eq})	(dBA L_{max})	(dBA L_{eq})	(dBA L_{max})
Site Preparation	Scraper, Water Truck, & Dozer Activity	75.3	83.3	75.3	83.3
	Backhoe	64.2	72.0		
	Water Truck Pass-By & Backup Alarm	71.9	77.9		
Grading	Rough Grading Activities	73.5	80.4	73.5	80.4
	Water Truck Pass-By & Backup Alarm	71.9	77.9		
	Construction Vehicle Maintenance Actives	67.5	70.4		
Building Construction	Foundation Trenching	68.2	70.5	71.6	78.8
	Framing	62.3	72.3		
	Concrete Mixer Backup Alarms & Air Brakes	71.6	78.8		
Paving	Concrete Mixer Truck Movements	71.2	73.1	71.2	73.1
	Concrete Paver Activities	65.6	71.3		
	Concrete Mixer Pour & Paving Activates	65.9	71.9		
Architectural Coating	Air Compressors	65.2	67.0	65.2	67.0
	Generator	64.9	67.0		
	Crane	62.3	65.2		

Source: (Urban Crossroads, 2021b, Table 10-1)

Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed and depicted on Figure 4.12-3, *Construction Noise Source Locations*. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location (Urban Crossroads, 2021b, p. 67).

As shown on Table 4.12-6, *Construction Equipment Noise Level Summary (Leq)*, the unmitigated construction noise levels are expected to range from 51.1 to 69.1 dBA L_{eq} at the nearby receiver locations. To demonstrate compliance with the City of Jurupa Valley daytime and nighttime thresholds during short-term Project construction activities, this analysis relies on the L_{eq} thresholds of significance. To supplement the L_{eq} construction noise analysis, Table 4.12-7, *Construction Equipment Noise Level Summary (Lmax)*, shows that the unmitigated L_{max} construction noise levels will range from 52.9 dBA L_{max} to 77.1 dBA L_{max}. However, since City of Jurupa Valley relies on the L_{eq} noise metric to assess the construction noise levels, the L_{max} construction noise levels are presented for informational purposes only (Urban Crossroads, 2021b, p. 67).



Figure 4.12-3

NOT TO SCALE
Feet
NORTH

CONSTRUCTION NOISE
NOISE SOURCE LOCATIONS

The Project may require nighttime concrete pouring activities as a part of Project construction. The reference paving equipment activity noise levels, shown on Table 4.12-5, were collected during a nighttime concrete pour at an industrial construction site to represent these activities. As shown on Table 4.12-6, the concrete pouring equipment noise levels are expected to range from 57.1 to 65.0 dBA L_{eq} when equipment is operating at the closest point from the edge of Project construction activities to the nearby sensitive receiver locations (Urban Crossroads, 2021b, p. 68).

Table 4.12-6 Construction Equipment Noise Level Summary (L_{eq})

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	61.2	59.4	57.5	57.1	51.1	61.2
R2	61.2	59.4	57.5	57.1	51.1	61.2
R3	64.5	62.7	60.8	60.4	54.4	64.5
R4	69.1	67.3	65.4	65.0	59.0	69.1
R5	65.3	63.5	61.6	61.2	55.2	65.3
R6	61.7	59.9	58.0	57.6	51.6	61.7

Source: (Urban Crossroads, 2021b, Table 10-2)

Table 4.12-7 Construction Equipment Noise Level Summary (L_{max})

Receiver Location	Construction Noise Levels (dBA L_{max})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels
R1	69.2	66.3	64.7	59.0	52.9	69.2
R2	69.2	66.3	64.7	59.0	52.9	69.2
R3	72.5	69.6	68.0	62.3	56.0	72.5
R4	77.1	74.2	72.6	66.9	60.8	77.1
R5	73.3	70.4	68.8	63.1	57.0	73.3
R6	69.7	66.8	65.2	59.5	53.4	69.7

Source: (Urban Crossroads, 2021b, Table 10-3)

The highest construction noise levels at the potentially impacted receiver locations will satisfy the City of Jurupa Valley 80 dBA L_{eq} daytime and 70 dBA L_{eq} nighttime, and 85 dBA L_{eq} 30-Day Average thresholds during short-term Project construction activities. Therefore, the noise impacts due to Project construction including nighttime concrete pouring activities are considered less than significant at all noise sensitive receiver locations (Urban Crossroads, 2021b, p. 69).

2. Long-Term Traffic Noise Impacts

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. Figure 4.12-4, *Operational Noise Source Locations*, presents the locations and sources of noise during the Project's operation. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition,

because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area (Urban Crossroads, 2021b, p. 37).

Tables 7-1 through 7-12, presented in the Noise Impact Analysis (EIR *Technical Appendix Q*), depict a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation for the proposed Project. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes: Existing 2020, Existing plus Ambient Growth (EA) 2023, Existing plus Ambient Growth plus Cumulative (EAC) 2023, and Horizon Year (HY) 2040.

The Existing without Project exterior noise levels are expected to range from 72.3 to 82.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. The Project off-site traffic noise level increases will range from 0.0 to 0.2 dBA CNEL. The EA with Project will also range from 72.6 to 82.3 dBA CNEL, resulting in an increase of approximately 0.0 to 0.2 dBA CNEL. The EAC with Project will range from 74.5 to 82.9 dBA CNEL, resulting in an increase of approximately 0.0 to 0.1 dBA CNEL. The HY with Project will range from 74.8 to 84.5 dBA CNEL, resulting in an increase of approximately 0.0 to 0.1 dBA CNEL.

Since the Project would result in less than a 3 dBA CNEL noise increase under all scenarios, the land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. Long-term Traffic related noise impacts would be less than significant (Urban Crossroads, 2021b, pp. 38-50).

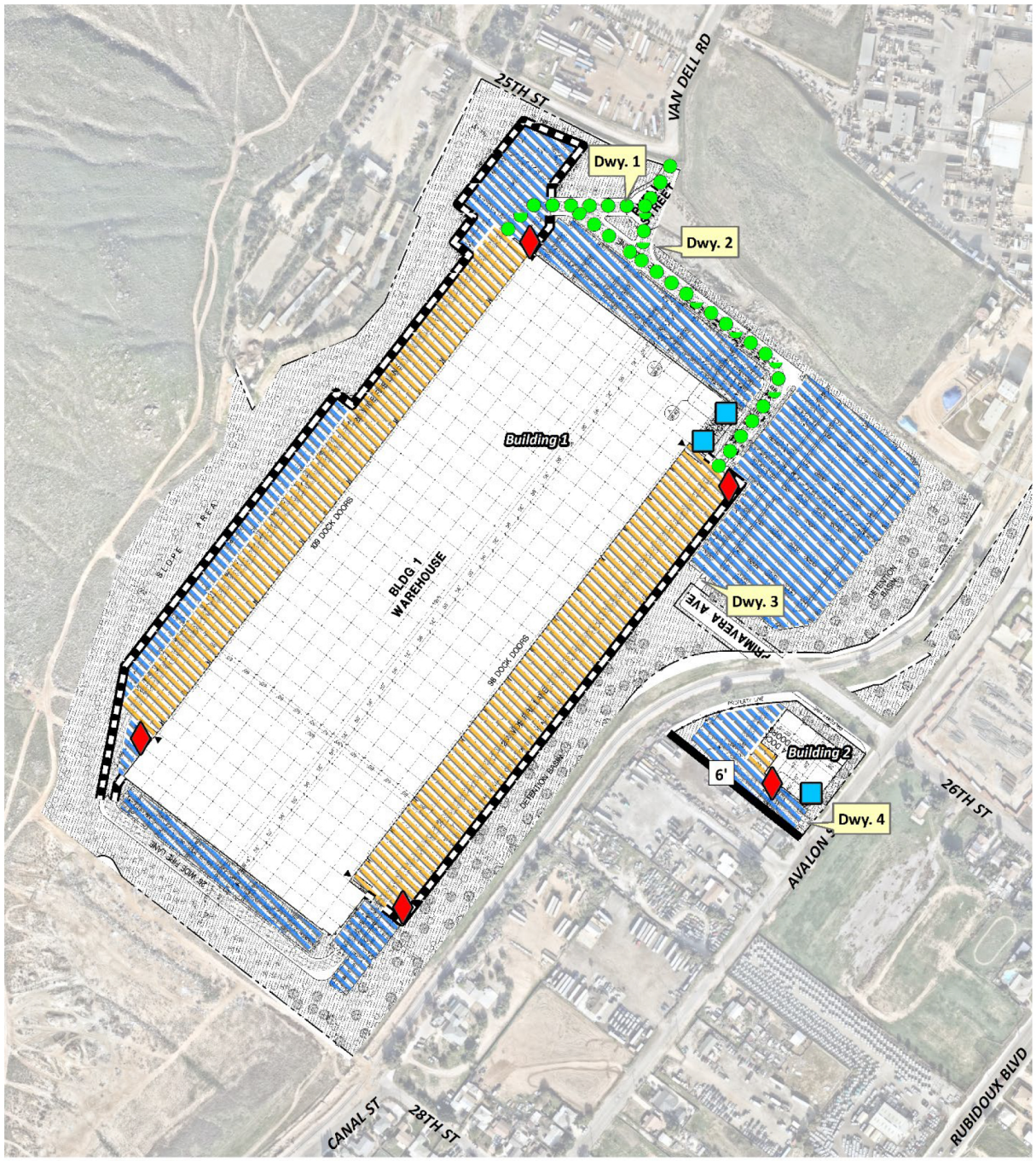


Figure 4.12-4

NOT TO SCALE
Feet
NORTH

OPERATIONAL NOISE SOURCE LOCATIONS

3. Long-Term Stationary Source Noise Impacts

Table 4.12-8, *Daytime Project Operation Noise Levels*, shows the unmitigated Project operational noise levels by noise source during the daytime hours of 7:00 a.m. to 10:00 p.m. The Project daytime hourly noise levels at the off-site receiver locations are expected to range from 39.7 to 48.0 dBA L_{eq} (Urban Crossroads, 2021b, p. 58).

Table 4.12-8 Daytime Project Operation Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})					
	R1	R2	R3	R4	R5	R5
Loading Dock Activity	35.7	37.1	37.3	46.3	42.6	41.2
Entry Gate & Truck Movement	38.3	35.4	35.3	36.3	22.8	21.4
Roof-Top Air Conditioning Units	23.1	28.1	30.2	38.4	26.3	24.4
Parking Lot Vehicle Movements	18.2	19.8	21.0	28.1	27.5	24.0
Trash Enclosure Activity	25.5	19.2	18.4	39.1	27.1	24.1
Total (All Noise Sources)	**40.5**	**39.7**	**40.0**	**48.0**	**43.0**	**41.5**

Source: (Urban Crossroads, 2021b, Table 9-3)

Table 4.12-9, *Nighttime Project Operation Noise Levels*, shows the unmitigated Project operational noise levels by source during the nighttime hours of 10:00 p.m. to 7:00 a.m. The Project nighttime hourly noise levels at the off-site receiver locations are expected to range from 38.1 to 47.4 dBA L_{eq}. The differences between the daytime and nighttime noise levels is largely related to the duration of noise activity.

Table 4.12-9 Nighttime Project Operation Noise Levels

Noise Source	Operational Noise Levels by Receiver Location (dBA L_{eq})					
	R1	R2	R3	R4	R5	R6
Loading Dock Activity	35.7	37.1	37.3	46.3	42.6	41.2
Entry Gate & Truck Movement	33.5	30.6	30.5	31.7	18.1	16.7
Roof-Top Air Conditioning Units	20.7	25.7	27.8	36.0	23.9	22.0
Parking Lot Vehicle Movements	18.2	19.8	21.0	28.1	27.5	24.0
Trash Enclosure Activity	24.6	18.2	17.4	38.1	26.1	23.1
Total (All Noise Sources)	**38.1**	**38.3**	**38.6**	**47.4**	**42.9**	**41.4**

Source: (Urban Crossroads, 2021b, Table 9-4)

To demonstrate compliance with local noise regulations, the unmitigated Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Jurupa Valley exterior noise level standards at nearby noise-sensitive receiver locations. Table 4.12-10, *Operation Noise Level* Compliance, shows the unmitigated operational noise levels associated with the Project will satisfy the City of Jurupa Valley 65 dBA L_{eq} daytime exterior noise level standards at all nearby receiver locations. (Urban Crossroads, 2021b, p. 59)

Table 4.12-10, shows the unmitigated operational noise levels associated with the Project will satisfy the City of Jurupa Valley 45 dBA L_{eq} nighttime exterior noise level standards at nearby receiver locations R1, R2, R3, R5 and R6. However, the operational analysis shows that exterior noise levels

at the nearest noise sensitive receiver location R4 will exceed City of Jurupa Valley 45 dBA L_{eq} nighttime exterior noise level standards. A review of the existing conditions at receiver location R4 shows that the buildings are currently supporting trucking related commercial uses. Therefore, the operational noise analysis shows that Project-related operational noise level impacts are considered less than significant (Urban Crossroads, 2021b, p. 59).

Table 4.12-10 Operation Noise Level Compliance

Receiver Location	Project Operational Noise Levels (dBA L_{eq})		Noise Level Standards (dBA L_{eq})		Noise Level Standards Exceeded?	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.5	38.1	65	45	No	No
R2	39.7	38.3	65	45	No	No
R3	40.0	38.6	65	45	No	No
R4	48.0	47.4	65	45	No	Yes
R5	43.0	42.9	65	45	No	No
R6	41.5	41.4	65	45	No	No

Source: (Urban Crossroads, 2021b, Table 9-5)

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

Threshold b: ***Would the Project generate excessive groundborne vibration or groundborne noise levels?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce or avoid impacts from noise.

PPP 4.12-1 and PPP 4.12-2 (listed under Threshold (a)) apply to the Project and would reduce impacts relating to noise. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to noise standards. The Project does not include any specific project design features related to noise other than those required by federal, State, and/or local regulations.

B. Impact Analysis

1. Short-Term Construction Vibration Impacts

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that groundborne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are (Urban Crossroads, 2021b, p. 69):

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.

- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Groundborne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. At distances ranging from 41 to 352 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.0017 to 0.0424 in/sec PPV and will remain below the City of Jurupa Valley threshold of 0.2 in/sec PPV at all receiver locations, as shown on Table 4.12-11, *Project Construction Vibration Levels*. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project site. Moreover, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter (Urban Crossroads, 2021b, pp. 69-70).

Table 4.12-11 Project Construction Vibration Levels

Receiver Location	Distance to Const. Activity (Feet)	Receiver Vibration Levels (in/sec) PPV					Threshold (in/sec) PPV	Noise Level Standards Exceeded?
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	231’	0.0001	0.0012	0.0027	0.0032	0.0032	0.2	No
R2	352’	0.0001	0.0007	0.0014	0.0017	0.0017	0.2	No
R3	105’	0.0003	0.0041	0.0088	0.0103	0.0103	0.2	No
R4	41’	0.0014	0.0167	0.0362	0.0424	0.0424	0.2	No
R5	108’	0.0003	0.0039	0.0085	0.0099	0.0099	0.2	No
R6	178’	0.0002	0.0018	0.0040	0.0047	0.0047	0.2	No

Source: (Urban Crossroads, 2021b, Table 9-5)

2. Long-Term Vibration Impacts

To assess the potential vibration impacts from truck haul trips associated with operational activities the City of Jurupa Valley threshold for vibration of 0.2 in/sec PPV is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the Project heavy truck activity at normal traffic speeds will approach 0.004 in/sec PPV at 25 feet based on the FTA Transit Noise Impact and Vibration Assessment. Additionally, trucks transiting on site will be travelling at very low speeds, which would further reduce vibration levels. Delivery truck vibration impacts at nearby homes will satisfy the 0.2 in/sec PPV threshold, and therefore, will be less than significant (Urban Crossroads, 2021b, p. 61).

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

Threshold 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 two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts from noise.

There are no PPPs that pertain to airport noise.

2. Project Design Features (PDFs)

The proposed Project is designed to include all applicable mandatory components associated with the proposed uses that pertain to noise standards. The Project does not include any specific project design features related to noise other than those required by federal, State, and/or local regulations.

B. Impact Analysis

The Flabob Airport is located approximately 1.5 miles south of the Project site. The Riverside County Airport Land Use Compatibility Plan Policy Document includes policies for determining the land use compatibility of the Project. The Flabob Airport Compatibility, *Map FL-1*, indicates that the Project site is located outside the Airport Influence Area Boundaries. Therefore, airport noise level impacts are considered less than significant (Urban Crossroads, 2021b, p. 19).

C. Significance Before Mitigation

Less than significant impacts before mitigation.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

No mitigation is required.

4.12.7 CUMULATIVE IMPACT ANALYSIS

A. Construction-Related Noise Impacts

Construction activities associated with the Project, especially activities involving heavy construction equipment would create intermittent periods of noise when construction equipment is in operation and cause a short-term increase in ambient noise levels. The peak noise level anticipated during

construction activities would occur during earthmoving activities. The Project's daytime construction activities would reach up to 73.5 dBA L_{eq} at a distance of 50 feet. In the event that construction activities occur on any properties surrounding the Project site simultaneously with Project-related construction activities and that also contribute construction noise to the sensitive receptors located in the Project vicinity, the construction activities associated with the Project would result in a cumulative contribution of increased noise levels at the nearest sensitive receptors. Although the proposed Project would be constructed within the hours identified in the City's noise ordinance that are exempted from noise standards, construction noise levels do not exceed the City's construction noise thresholds. Additionally, the proposed Project was determined to result in less than significant impacts associated with construction-related noise impacts; therefore, the Project is not expected to result in a cumulatively considerable contribution of construction noise that would result in a significant impact. Accordingly, the Project's short-term construction-related noise impacts would not result in a cumulatively considerable short-term impact.

B. Operation-Related Noise Impacts

The Project would not generate an operational related noise level which exceeds the City of Jurupa Valley's exterior daytime or nighttime standards. As identified above, noise impacts from stationary noise sources would be less than significant. Other development projects in the Project area would also be subject the same noise standards as the Project, and there would be no potential for cumulatively considerable operational noise impacts to occur.

C. Transportation-Related Noise Impacts

Future traffic associated with the Project would result in less than a 1.5 dBA CNEL noise increase and will not exceed the City's 3 dBA threshold. Therefore, off-site traffic noise impacts would be less than significant on a cumulative basis.

4.13 TRANSPORTATION

Changes to California Environmental Quality Act (CEQA) Guidelines were adopted in December 2018, which require all lead agencies to adopt VMT as a replacement for automobile delay-based level of service (LOS) as the measure for identifying transportation impacts for land use projects. This statewide mandate went into effect July 1, 2020. To aid in this transition, the Governor's Office of Planning and Research (OPR) released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December of 2018) (Technical Advisory). (1) Based on OPR's Technical Advisory, the Western Riverside Council of Governments (WRCOG) prepared the Recommended Traffic Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (February 2020) (WRCOG Guidelines) to assist its member agencies with implementation tools necessary to adopt analysis methodology, impact thresholds and mitigation approaches for VMT. Included in this work effort, the WRCOG Guidelines provides a template of specific procedures for complying with the new CEQA requirements for VMT analysis.

The following analysis is based on a Traffic Impact Analysis (TIA) prepared by Urban Crossroads titled Traffic Impact Analysis, dated January 22, 2021 (Urban Crossroads, 2021) (*Technical Appendix R* to this EIR) and the Vehicle Miles Traveled (VMT) Analysis prepared on July 22, 2021 by Urban Crossroads (Urban Crossroads, 2021c) (*Technical Appendix S* to this EIR). As directed by the City of Jurupa Valley, the VMT and TIA was prepared in accordance with the City of Jurupa Valley's Traffic Impact Analysis Preparation Guidelines. The information and the conclusions contained in the TIA that are not related to VMT are not included in the EIR. Traffic related impacts are evaluated separately in the City staff report for the Project.

4.13.1 EXISTING CONDITIONS

The WRCOG consists of 18 incorporated cities and unincorporated County areas, covering an area of approximately 2,100 square miles. The sub-region's population is over 1.7 million people and is projected to grow to approximately 2.4 million residents by the year 2035 (WRCOG, 2018). The City of Jurupa Valley, including the Project site, is located within the northwestern portion of the WRCOG region. Within the WRCOG region, the Project site is located within the transportation analysis zone (TAZ) 3,413. The Project area is generally characterized by industrial, residential, vacant, and open space land uses. North of the Project site are industrial uses; east of the Project is industrial land uses; south of the Project are industrial and residential land uses; southwest of the Project is vacant land; and west of the Project site is open space. According to the US Census, the City's population was 109,527 as of July 1, 2019 with 63.3 % of the population ages 16 and older in the labor force. (US Census, 2019)

1. Transit Service

The Riverside Transit Agency (RTA) serves the City of Jurupa Valley. The City of Jurupa Valley Transit Routes are shown on Exhibit 3-17 of the TIA (*Technical Appendix R*). Figure 4.13-1, *Existing Transit Routes,* shows the existing transit services surrounding the Project site. Based on a review of the existing transit routes within the vicinity of the proposed Project, RTA Route 29 currently operates

on Rubidoux Boulevard and would likely serve the Project site. RTA Route 29 also runs along Market Street and 24th Street. RTA Route 204 runs along the SR-60 Freeway and RTA Route 49 runs along Mission Boulevard to the south. The closest bus stop is the Project site is for Route 29 located on the intersection of Rubidoux Boulevard and 26th Street, approximately 0.15 miles east of the Project site.

2. Bicycle & Pedestrian Facilities

The City of Jurupa Valley General Plan currently does not include an existing and future trails and bikeway system. However, while the City's master plan on pedestrian, bicycle, and trails facilities is not provided within the City's General Plan, it is provided within other documents, such as the City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians. Figure 4.13-2, *City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians*, shows the City of Jurupa Valley Bicycle and Pedestrian Plan. Exhibit 3-13 of the TIA (*Technical Appendix R*) shows the City of Riverside trails and bikeways, Exhibit 3-14 shows the City of Rialto bicycle routes, and Exhibit 3-15 shows the City of Colton General Plan bicycle plan. Existing pedestrian facilities within the study area are shown on Figure 4.13-3, *Existing Pedestrian Facilities*. Field observations conducted in May 2019 indicate nominal pedestrian and bicycle activity within the study area. (Urban Crossroads, 2021, p. 36)

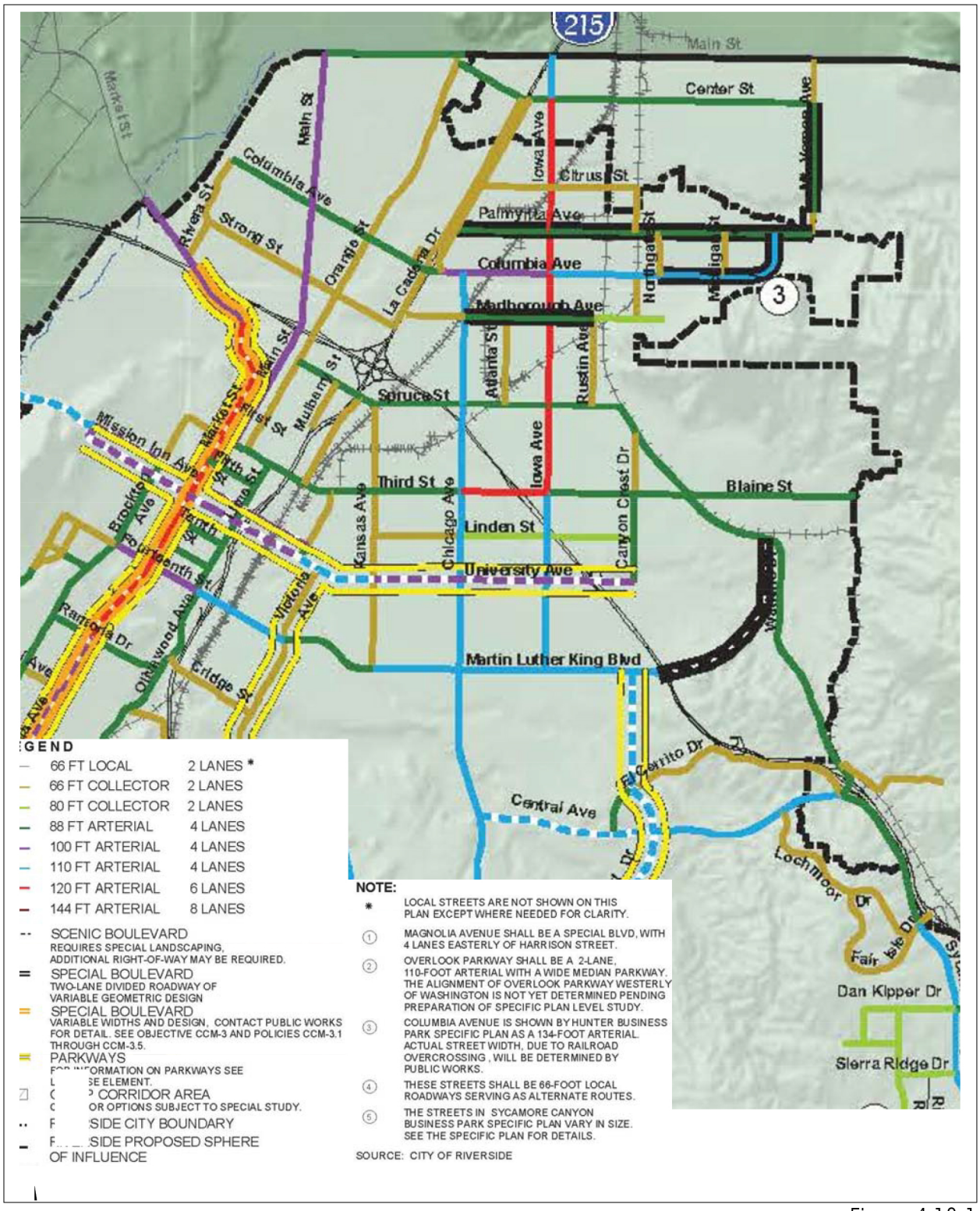
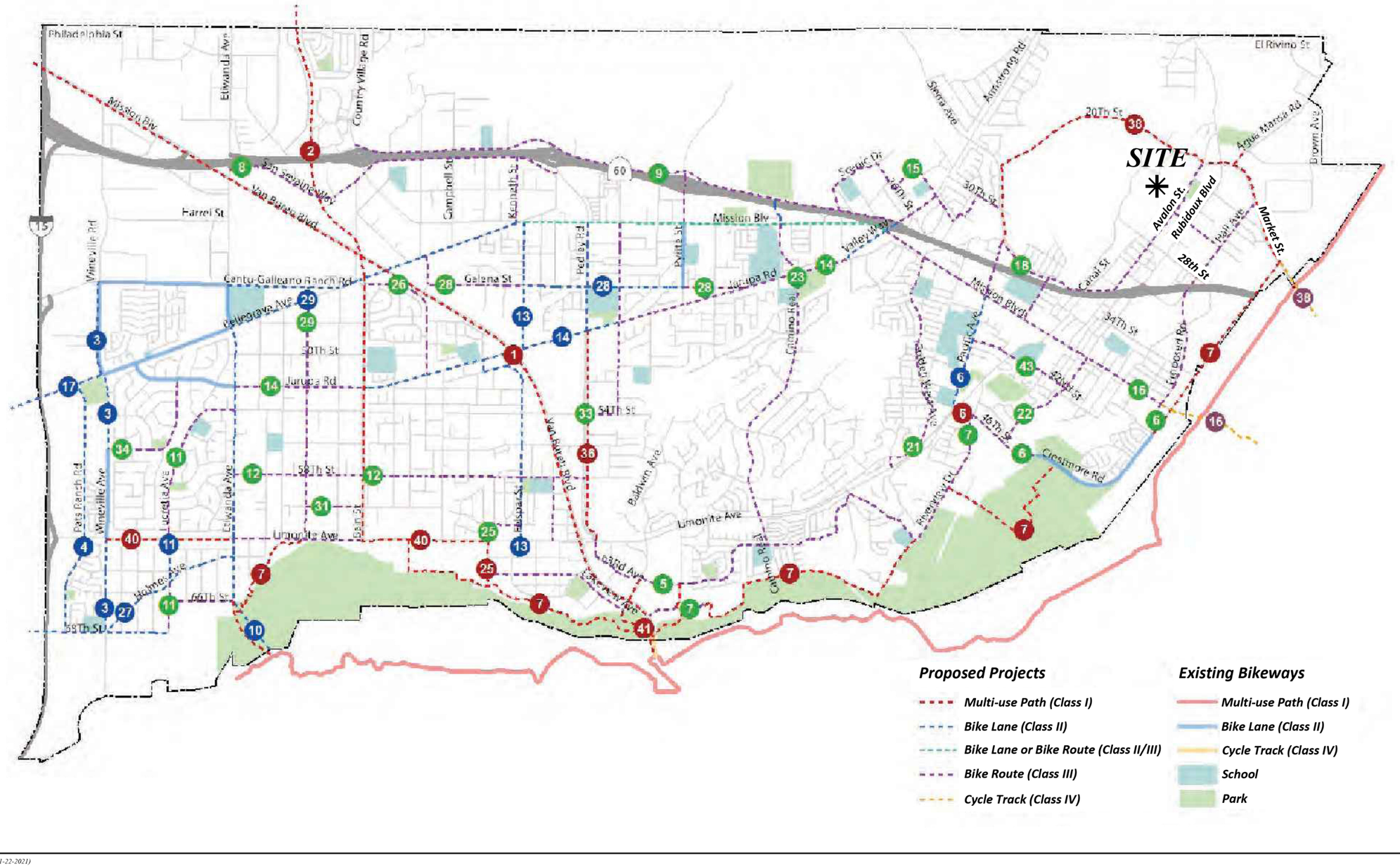


Figure 4.13-1

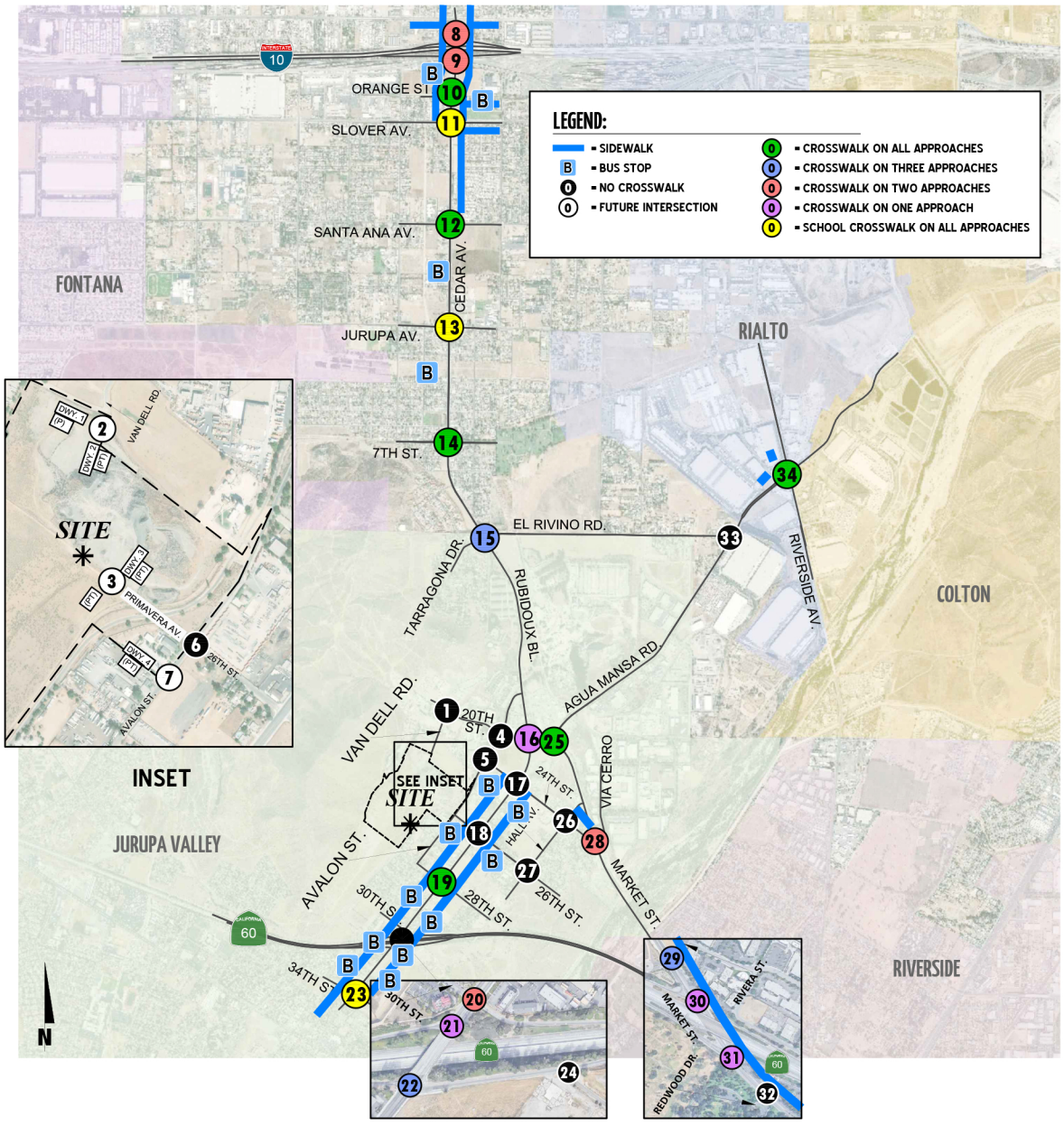
NOT TO SCALE
Feet
NORTH

Existing Transit Routes



Source(s) Urban Crossroads (01-22-2021)

Figure 4.13-2



Source(s) Urban Crossroads (01-22-2021)

Figure 4.13-3

NOT TO SCALE

NORTH

Existing Pedestrian Facilities

4.13.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to transportation. Additionally, no comments related to transportation were received during the public scoping period.

4.13.3 REGULATORY FRAMEWORK

There are no federal regulations that are applicable to the topic of transportation in the City of Jurupa Valley. The following is a brief description of the State, regional, and local environmental laws and related regulations associated with transportation.

A. State Policies

1. Senate Bill 743 and VMT-Based Analyses

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the CEQA Guidelines regarding the analysis of transportation impacts. As one appellate court explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy…" (Covina Residents for Responsible Development v. City of Covina (2018) 21 Cal.App.5th 712, 729.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (Id., subd. (b)(1); see generally, adopted CEQA Guidelines, § 15064.3, subd. (b) [Criteria for Analyzing Transportation Impacts].) To that end, in developing the criteria the California Natural Resources Agency (Agency) has certified and adopted changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. With the California Natural Resources Agency's certification and adoption of the changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally no longer constitutes a significant environmental effect under CEQA. (Pub. Resources Code, § 21099, subd. (b)(3).)

B. Regional Policies

2. SCAG Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to California Government Code Section 6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority.

SCAG's Regional Council adopted the 2020-2045 RTP/SCS (referred to as "Connect SoCal") and its associated Program EIR on September 3, 2020 for federal transportation conformity purposes only.

Connect SoCal is a long-range visioning plan that builds upon and expands land use and transportation strategies established over several planning cycles to increase mobility options and achieve a more sustainable growth pattern.

C. Local Policies

1. City of Jurupa Valley General Plan Mobility Element

The General Plan Mobility Element identifies the circulation facilities located in the vicinity of the Project site; discusses planned circulation system improvements in the vicinity of the Project site; and issues standards for the design and construction of new roadways within the City. To help meet projected future traffic and pedestrian demands and achieve balanced growth, the City has adopted specific transportation-related goals and policies that serve as the basis for the Mobility Element. The specific policies and recommendations for implementation of the General Plan are relevant to the proposed Project and are listed in Table 4.10-1, *General Plan Consistency Analysis*, of Subsection 4.10, *Land Use and Planning*, of this Draft EIR.

2. City of Jurupa Valley Traffic Impact Analysis Guidelines

The City of Jurupa Valley Traffic Impact Analysis Guidelines provide general instructions for analyzing the potential transportation impacts of proposed development projects. The guidelines present the recommended format and methodology that should generally be utilized in the preparation of TIAs. The recommendations are based on the City's General Plan Standards with updates to comply with SB 743.

3. City of Jurupa Valley Circulation Master Plan for Bicyclists & Pedestrians

The City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians was developed to provide Jurupa Valley with planning guidance for bicycling and walking improvements throughout the City. Numerous environmental, health, and economic benefits are attributable to bicycling and walking, especially as substitutes for travel by motor vehicle. The City of Jurupa Valley Circulation Master Plan for Bicyclists and Pedestrians provides guidance for the development of active transformation infrastructure, programs, and policies for Jurupa Valley (City of Jurupa Valley, 2018).

4. City of Jurupa Valley Municipal Code

Municipal Code Chapter 12.40 establishes policies and procedures to encourage and promote the use of alternative transportation modes through project design and facility planning. The intent is to meet the requirements of the Riverside County Congestion Management Program and the South Coast Air Quality Management Plan as well as to promote consideration of transportation demand management objectives early in the development review process. New development is encouraged to incorporate transportation demand management measures into project design and operations. By accomplishing this goal on a voluntary basis, regulatory measures may not need to be developed thereby minimizing or eliminating associated costs.

Municipal Code Section 12.40.050 identifies potential transportation demand management measures which may be considered for inclusion in a project's Transportation Demand Management Plan, which includes measures such as:

- Preferential parking spaces for carpool vehicles;
- Bicycle parking spaces;
- Lockers and shower facilities;
- Rideshare vehicle loading areas;
- Vanpool vehicle accessibility and loading areas;
- Bus stop improvements;
- Local road improvements;
- Pedestrian and bikeway circulation system connections and off-site extensions which encourage pedestrian and bike usage;
- Transit ridership incentives;
- Others as may be approved by the Public Works Director.

This list is not inclusive of every measure which may be included in the Transportation Demand Management Plan and any appropriate facility design, strategy or program which reduces the number of trips generated may be considered.

4.13.4 METHODOLOGY

1. Consistency with Adopted Plans and Policies

The City of Jurupa Valley aims to achieve an accessible and sustainable transportation system that meets the needs of all users. The City focuses on mobility corridors, which encompasses single or multiple transportation routes and facilities (such as thoroughfares, sidewalks, trails, parkways, public transit, and railroads), rather than focusing primarily on streets and roadways. The City's adopted transportation-related plans and policies affirm that streets ought to be safe and convenient for all users of the transportation system, including pedestrians, bicyclists, motorists, public transit riders, disabled persons, senior citizens, children, and movers of commercial goods. Therefore, the transportation requirements and mitigations for proposed developments should be consistent with the City's transportation goals and policies.

Projects shall be analyzed to identify potential conflicts with adopted City plans and policies and, if there is a conflict, improvements that prioritize access for and improve the comfort of people walking, bicycling, and riding transit in order to provide safe and convenient streets for all users should be identified. Projects designed to encourage sustainable travel help to reduce vehicle miles traveled.

2. VMT: Evaluation Criteria and Methodology

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines were removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be

evaluated based on a project's effect on VMT. Lead agencies were required to use the new guidelines starting July 1, 2020. As of August 20, 2020, the City of Jurupa Valley updated its TIA guidelines.

The Riverside County Transportation Analysis Model (RIVTAM) has been used to estimate both the Project VMT and Project's effect on VMT as advised in the City's TIA guidelines. The Project's physical location based on parcel number is input into the Screening Tool to determine project generated VMT as compared to the City's impact threshold of baseline VMT per employee. The parcel containing the proposed Project was selected and the screening tool was run for the VMT per employee measure of VMT.

4.13.5 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines.. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to transportation. Based on these significance thresholds, a project would have a significant impact on transportation if it would:

a. *Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle lanes and pedestrian paths;*

b. *Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)[Vehicle Miles Travelled];*

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.*

4.13.6 Impact Analysis

Threshold a: ***Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to VMT.

There are no PPPs applicable to the Project related to Threshold a.

2. Project Design Features (PDFs)

PDF 4.13-4 Van Dell Road. Van Dell Road is a north-south oriented roadway located at the northern Project boundary. Project to construct Van Dell Road from Driveway 1/Driveway 2 to 20th Street at its ultimate full-section width as a Modified Industrial Collector (ultimate 80- foot right-of-way). Improvements would include an 11-foot wide parkways along each side of the road that would include sidewalks.

PDF 4.13-5 Primavera Avenue. Primavera Avenue is an east-west oriented roadway. Project to construct Primavera Avenue from Driveway 3 to Rubidoux Boulevard at its ultimate full-section width as a Modified Industrial Collector (ultimate 80-foot right-of-way). Primavera Avenue would be improved to include 58 feet of paved drive aisles and 11-foot wide parkways along each side of the road that would include sidewalks.

PDF 4.13-6 Avalon Street. Avalon Street is a north-south oriented roadway located along the Project's eastern boundary. Project to construct Avalon Street from the Project's southern boundary to 20th Street at its ultimate full-section width as a Modified Industrial Collector (ultimate 80-foot right-of-way). The Project will construct a Class III bike route along Avalon Street, from the Project's southern boundary to 20th Street. Improvements would include 11-foot wide parkways along the Project frontage that would include sidewalks.

PDF 4.-13-7 28th Street. 28th Street is an east-west oriented roadway. As part of the Project, 28th Street would be improved along the Building 1 site's frontage to provide for 44 feet of paved drive aisles, curb and gutter, and 11-foot wide parkways along each side of the road that would include sidewalks; however, no site access is proposed from 28th Street.

B. Impact Analysis

1. Consistency with Adopted Plans and Policies

Connect SoCal

Connect SoCal seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. These long-range visioning plans balance future mobility and housing needs with economic, environmental and public health goals. As shown in Table 4.10-2 in Section 4.10, *Land Use and Planning*, of this EIR, implementation of the Project would be consistent with the goals and policies of Connect SoCal.

City of Jurupa Valley General Plan

As presented in Subsection 4.10, *Land Use and Planning*, of this EIR, the Project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect, including policies outlined in the City's General Plan. Refer to Table 4.10.1 in Section 4.10, *Land Use and Planning*, of this EIR, for the consistency analysis for the General Plan goals and policies that address the circulation system, including transit, roadway, bicycle, and pedestrian facilities applicable to the Project for evaluating

conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold b: ***Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?***

A. Plans, Policies, and Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to transportation and traffic.

There are no PPPs applicable to the Project related to the topic of VMT.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of VMT.

B. Impact Analysis

Consistent with City Guidelines, projects that meet certain screening thresholds based on their location and project type may be presumed to result in a less than significant VMT impact. Consistent with the screening criteria recommended in OPR's Technical Advisory, the City of Jurupa Valley utilizes the following project screening thresholds: (1) Transit Priority Area (TPA) Screening; (2) Low VMT Area Screening; and (3) Project Type Screening. A land use project only need meet one of the screening criteria to result in a less than significant impact. The proposed Project is not able to be screened through any of the screening methods, and therefore was required to complete a VMT analysis.

The Project's VMT Analysis (See *Technical Appendix S*) was performed by Urban Crossroads. Project generated VMT has been calculated using the most current version of RIVTAM. Adjustments in socio-economic data (SED) (i.e., employment) have been made to a separate traffic analysis zone (TAZ) to reflect the Project's proposed land uses (i.e., industrial use). A separate TAZ is used to isolate project generated VMT from other land uses in the model. The Project is anticipated to have 1,262 employees

based on total proposed new building square footage of 1,299,358 square feet using an employment generation rate of 1 employee per 1,030 square feet for Light Industrial uses. RivTAM has a base (validation) year of 2012 and a horizon (future forecast) year of 2040. The RivTAM 2040 model utilized for the purposes of this analysis assumes buildout of the City of Jurupa Valley. Adjustments to employment for the Project's TAZ were made to both the base year model (2012) and the cumulative year model (2040). The base year model and cumulative year model were both run inclusive of the Project's employment.

City Guidelines state that for office and industrial projects, project generated VMT may be calculated using the production-attraction (P/A) trip matrix to allow for the isolation of vehicle trips by trip purpose (i.e., home-based work trips) that allows for the isolation of commute VMT for employment uses (e.g., office, industrial, etc.). Evaluation of VMT based on trip purpose is consistent with recommendations in OPR's Technical Advisory and offers the most straight forward method for assessing VMT reductions from mitigation measures for a single use project.

Project generated VMT was calculated for both the base year model (2012) and cumulative year model (2040). The VMT value was then normalized by dividing by the Project's number of employees. Table 4.13-1, *Project VMT Per Employee*, presents the key inputs for the calculation of project generated VMT per employee.

Table 4.13-1 Project VMT Per Employee

	Base Year (2012)	Cumulative (2040)
Project Generated VMT	23,210	24,258
Employment	1,262 employees	1,262 employees
VMT per Employee	18.39	19.22

Source: (Urban Crossroads, 2021, Table 2)

The adopted *City of Jurupa Valley Traffic Impact Assessment Guidelines*, August 2020, state that the City of Jurupa Valley has selected a threshold based on the baseline VMT performance in the City. More specifically, as it applies to this project, the City Guidelines state that a project generated VMT impact would be considered potentially significant if either of the following conditions are met:

- The Project's VMT per employee exceeds the City's average VMT per employee.
- The Project's cumulative project-generated VMT per employee exceeds the average VMT per employee for Jurupa Valley in the RTP/SCS horizon year.

Table 4.13-2, *Project Generated VMT Per Employee Comparison*, presents the difference between base and cumulative project generated VMT per employee to the City's baseline VMT per employee. As shown, the base project generated VMT per employee is 18.39 or 8.56% greater than the City's current threshold of 16.94 VMT per employee. Whereas the cumulative project generated VMT per employee is 19.22 or 13.66% greater the City's threshold of 16.91 VMT per employee. Therefore, the

Project's VMT impact is potentially significant based on the comparison of base and cumulative project generated VMT per employee to the City's base and cumulative conditions, respectively.

Table 4.13-2 Project Generated VMT Per Employee Comparison

	Base Year (2012)	Cumulative (2040)
City Baseline VMT per Employee	16.94	16.91
Project VMT per Employee	18.39	19.22
Percent Change	+8.56%	+13.66%
Potential Impact	Yes	Yes

Source: (Urban Crossroads, 2021c, Table 3)

C. Significance Before Mitigation

Significant potential impacts.

D. Mitigation Measures

Transportation demand management (TDM) strategies have been evaluated for reducing VMT impacts determined to be potentially significant. The effectiveness of TDM strategies to reduce VMT has been determined based on the SB 743 Implementation TDM Strategy Assessment (February 26, 2019 Fehr & Peers) (WRCOG Report) prepared for WRCOG and the Quantifying Greenhouse Gas Mitigation Measures (CAPCOA, 2010). The WRCOG Report indicates that of the 50 transportation measures presented by CAPCOA, only 41 are applicable at a building and site level. The remaining 9 measures are functions of, or depend on, site location and/or actions by local and regional agencies or funders.

The WRCOG Report goes on to provide a review of the 41 transportation measures identified by CAPCOA and determines that for areas within WRCOG, only 7 of those measures may be effective at an individual project level. Evaluation of potentially applicable TDM strategies are summarized below in Table 4.13-3, *TDM Strategies*.

In accordance with Municipal Code 12.40.050, the Project would include the following TDM measures: preferential parking spaces for carpool vehicles (MM 4.7-1); bicycle parking spaces; local road improvements; pedestrian and bikeway circulation system connections.

Table 4.13-3 TDM Strategies

	TDM Description	Project Applicability
Measure 1: Increase Diversity of Land Uses (LUT-3)	Having different types of land uses near one another can decrease VMT since trips between land use types are shorter and may be accommodated by non-auto modes of transportation. For example, when residential areas are in the same neighborhood as retail and office buildings, a resident does not	The Project consists of the development of the Project site with a combined building area of approximately 1,299,358 sf. In order for the above measure to apply, at least three of the following will need be located on-site, or off-site within ¼ mile of the Project: Residential Development, Retail

	TDM Description	Project Applicability
	need to travel outside of the neighborhood to meet his/her trip needs.	Development, Park, Open Space, or Office. There is limited residential development located off-site within ¼ mile south of the Project. As the proposed Project does not include a mix of land uses within the development site, but is instead located within proximity to residential uses (i.e., ¼ mile radius), this particular TDM measure is not evaluated further as a means of providing a reduction in Project VMT.
Measure 2: Provide Pedestrian Network Improvements (SDT-1)	Providing a pedestrian access network to link areas of the Project site encourages people to walk instead of drive assuming that desirable destinations are within walking distance of the Project. This mode shift results in people driving less and a reduction in VMT.	Limited pedestrian access exists along the Project's frontage. The Project's implementation of this measure through the construction of on-site connections to the existing sidewalks off-site could provide for a nominal reduction in Project VMT. As noted by CAPCOA (Quantifying Greenhouse Gas Mitigation Measures, p. 187), the provision of sidewalks on-site that connect to off-site pedestrian walkways linking to other complementary land uses within a suburban context can result in a VMT reduction between 0 and 2.0%. Given the limited nature of the complementary land uses within walking distance of the Project site, the implementation of this measure is anticipated to be at the lower levels of the reduction range (i.e., less than 1.0%).
Measure 3: Provide Traffic Calming Measure (SDT-2)	Providing traffic calming measures encourages people to walk or bike instead of using a vehicle. This mode shift will result in a decrease in VMT. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.	There is limited opportunity for the Project to implement meaningful enhanced traffic calming measures in the area that would encourage a shift in travel mode to walking or biking. This measure is therefore not evaluated further as means of providing a reduction in Project VMT.
Measure 4: Implement Car-Sharing Program	Implementing a car-sharing program would allow individuals to have on-demand access to a shared fleet of vehicles on an as-needed basis. User costs are typically determined through	This particular TDM measure would be solely dependent on a future building tenant and may be considered as infeasible due to lack of available service providers in the area. For these reasons the measure is not evaluated further as

	TDM Description	Project Applicability
	mileage or hourly rates, with deposits and/or annual membership fees.	means of providing a reduction in Project VMT.
Measure 5: Increase Transit Service Frequency and Speed (TST-4)	This measure serves to reduce transit-passenger travel time through more reduced headways and increased speed and reliability. This makes transit service more attractive and may result in a mode shift from auto to transit which reduces VMT.	The RTA, a public transit agency serving various jurisdictions within Riverside County currently provides service in the area. Transit service is reviewed and updated by RTA periodically to address ridership, budget and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate. It is recommended that the Applicant work in conjunction with the Lead Agency and RTA to coordinate potential bus service to the Project site. Since implementation of this strategy would require agency implementation it is not applicable for individual development projects. This measure is therefore not evaluated further as means of providing a reduction in Project VMT.
Measure 6: Encourage Telecommuting and Alternative Work Schedule (TRT-6)	Encouraging telecommuting and alternative work schedules reduces the number of commute trips and therefore VMT traveled by employees. Alternative work schedules could take the form of staggered starting times, flexible schedules, or compressed work weeks.	The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown currently. As such, this measure is therefore not evaluated further as means of providing a reduction in Project VMT.
Measure 7: Provide Ride-Sharing Programs (TRT-3)	This strategy focuses on encouraging carpooling and vanpooling but its ultimate implementation is limited as Measure 6 above.	The effectiveness of this measure is dependent on the ultimate building tenant(s) which are unknown currently. As such, this measure is therefore not evaluated further as means of providing a reduction in Project VMT.

The effectiveness of the above-noted TDM measures would be dependent in large part on future Project occupancies, which are unknown at this time. Beyond Project tenancy considerations, land use context is a major factor relevant to the potential application and effectiveness of TDM measures. More specifically, the land use context of the Project is characteristically suburban. The Project's suburban context acts to limit the range of feasible TDM measures and moderates their potential effectiveness. Where feasible, TDM measures described above should be implemented to reduce Project generated VMT to the extent possible. However, even with the implementation of TDM measures needed to achieve the maximum 10 percent reduction for a land use project located in a suburban context would not be enough to reduce the Project's impact to a level of less than significant.

E. Significance After Mitigation

Significant and unavoidable impact.

Threshold 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)?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to transportation and traffic.

There are no PPPs applicable to the Project related to Threshold c.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of transportation hazards.

B. Impact Analysis

Proposed roadway improvements along the Project site frontage would occur within the public rights-of-way and would be installed in conformance with the City's design standards (Refer to PDF 4.13-1 through PDF 4.13-8). Due to the typical wide turning radius of large trucks, a truck turning template has been overlaid on the site plan at each applicable Project driveway anticipated to be utilized by heavy trucks in order to determine appropriate curb radii and to verify that trucks will have sufficient space to execute turning maneuvers. A WB-50 truck (42.5-foot trailer) has been utilized for the Driveway 4 (near the intersection of Avalon Street and 26th Street) while a WB-67 (53-foot trailer) has been utilized at Driveway 1 and Driveway 2 (both located at the proposed cul-de-sac at Van Dell Road). This is based on the types of trucks that would likely be attributable to the proposed buildings based on their size. Driveway 1 and Driveway 2 on Van Dell Road are anticipated to accommodate the wide turning radius of the heavy trucks as currently designed and no additional modifications are necessary. Driveway 2 will be modified to provide a 35-foot curb radius on the northeast corner in order to accommodate the wide turning radius of trucks and prevent trucks from traveling in the opposing traffic lane. (Urban Crossroads, 2021, p. 14)

The Project area is generally characterized by industrial, residential, vacant, and open space land uses. Traffic generated by the Project would be typical of an industrial development and be compatible with the type of traffic generated by the surrounding development. The City of Jurupa Valley Traffic Engineering Division reviewed the Project's application materials (refer to EIR Section 3.0, *Project Description*) and determined that no hazardous transportation design features would be introduced by the Project. Additionally, at the time of final grading, landscape, and street improvement plans, the City will review project access points to ensure adequate sight distance. Accordingly, the proposed

Project would not create or substantially increase safety hazards due to a design feature or incompatible use. The Project would result in a less than significant impact.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

Threshold d: *Would the Project result in inadequate emergency access?*

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to transportation and traffic.

PPP 4.8-3 from Subsection 4.8, *Hazards and Hazardous Materials*, is applicable to the Project and repeated here:

PPP 4.8-3 The Project shall comply with all applicable City of Jurupa Valley Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measure relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

There are no PDFs applicable to the Project related to the topic of emergency access.

B. Impact Analysis

During the course of the City of Jurupa Valley's review of the proposed Project, the City evaluated the Project's design, including but not limited to proposed driveway locations and parking lot/drive aisle configuration, to ensure that adequate access would be provided for emergency vehicles at Project build out. Furthermore, the Project would provide adequate emergency access along abutting roadways during temporary construction activities within the public right-of-way. Furthermore, the Project would implement an emergency access only road along Primavera Avenue. Moreover, the Project Applicant would be required to comply with PPP 4.8-3 which would ensure that the Project is

designed and constructed to provide adequate emergency access for emergency vehicles. Therefore, the Project would not result in inadequate emergency access and a less than significant impact would occur.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation measures are required.

E. Significance After Mitigation

Less than significant.

4.13.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development within the City.

As identified in the analysis presented under Threshold a, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Cumulative development projects would be reviewed for consistency with adopted programs, plans, ordinances, or policies, including but not limited to *Connect SoCal* and City of Jurupa Valley General Plan, as applicable. Even if cumulative development projects are in conflict, the Project would not contribute to a cumulative impact and thus would not be cumulatively-considerable because the Project does not conflict with a program, plan, ordinance, or policy addressing the circulation system, as identified through the analysis presented in this section.

Cumulative VMT impacts where analyzed above under Threshold b. As noted therein, cumulative Project generated VMT exceeds the City's cumulative VMT threshold by 13.66%. TDM measures were considered but rejected as infeasible. Additionally, considering all potential TDM measures, even if implemented to achieve a maximum 10% reduction, would not be enough to reduce the Project's impact to less than significant. Cumulative development within the City would be required to follow the City's Guidelines and OPR's Technical Advisory to determine if a VMT analysis is required. If a VMT analysis is required, the project would be required to follow the City's TIA Guidelines and OPR's Technical Advisory to analyze the project's VMT. Impacts related to VMT are considered cumulatively considerable and would be significant and unavoidable.

The Project would not contribute to a significant cumulative impact under the topics discussed under Thresholds c and d because the Project would not cause or exacerbate existing transportation design safety concerns; or adversely affect emergency access.

4.14 TRIBAL CULTURAL RESOURCES

The following analysis is based on information obtained from the technical report entitled, *Phase I Cultural Resource Survey*, which was prepared by BFSA, dated February 2020 and is included as *Technical Appendix H* to this EIR (BFSA, 2020), and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017a). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.14.1 ENVIRONMENTAL SETTING

A. Cultural Setting

The information provided below is a summary of the Existing Conditions information provided in Subsection 4.4, *Cultural Resources*, and *Technical Appendix H*, of this EIR. Please refer to Section 4.4.1 for a detailed discussion of the Project's prehistoric, ethnohistoric, and historic setting as it applies to Native Americans.

1. Prehistoric Period

Paleo Indian, Archaic Period Milling Stone Horizon, and the Late Prehistoric Takic groups are the three general cultural periods represented in Riverside County. The following discussion of the cultural history of Riverside County references the San Dieguito Complex, Encinitas Tradition, Milling Stone Horizon, La Jolla Complex, Pauma Complex, and San Luis Rey Complex, since these culture sequences have been used to describe archaeological manifestations in the region. The Late Prehistoric component present in the Riverside County area was represented by the Cahuilla, Gabrielino, and Luiseño Indians.

2. Ethnohistoric Setting

Ethnohistoric and ethnographic evidence indicates that three Takic-speaking groups occupied portions of Riverside County: the Cahuilla, the Gabrielino, and the Luiseño.

Cahuilla

At the time of Spanish contact in the sixteenth century, the Cahuilla occupied territory that included the San Bernardino Mountains, Orocopia Mountain, and the Chocolate Mountains to the west, Salton Sea and Borrego Springs to the south, Palomar Mountain and Lake Mathews to the west, and the Santa Ana River to the north. The Cahuilla are a Takic-speaking people closely related to their Gabrielino and Luiseño neighbors, although relations with the Gabrielino were more intense than with the Luiseño. They differ from the Luiseño and Gabrielino in that their religion is more similar to the Mohave tribes of the eastern deserts than the Chingichngish cult of the Luiseño and Gabrielino.

Gabrielino

The territory of the Gabrielino at the time of Spanish contact covers much of present-day Los Angeles and Orange counties. The southern extent of this culture area is bounded by Aliso Creek, the eastern extent is located east of present-day San Bernardino along the Santa Ana River, the northern extent

includes the San Fernando Valley, and the western extent includes portions of the Santa Monica Mountains. The Gabrielino also occupied several Channel Islands including Santa Barbara Island, Santa Catalina Island, San Nicholas Island, and San Clemente Island. Because of their access to certain resources, including a steatite source from Santa Catalina Island, this group was among the wealthiest and most populous aboriginal groups in all of southern California. Trade of materials and resources controlled by the Gabrielino extended as far north as the San Joaquin Valley, as far east as the Colorado River, and as far south as Baja California.

Luiseño

When contacted by the Spanish in the sixteenth century, the Luiseño occupied a territory bounded on the west by the Pacific Ocean, on the east by the Peninsular Ranges mountains at San Jacinto (including Palomar Mountain to the south and Santiago Peak to the north), on the south by Agua Hedionda Lagoon, and on the north by Aliso Creek in present-day San Juan Capistrano. The Luiseño were a Takic-speaking people more closely related linguistically and ethnographically to the Cahuilla, Gabrielino, and Cupeño to the north and east rather than the Kumeyaay who occupied territory to the south. The Luiseño differed from their neighboring Takic speakers in having an extensive proliferation of social statuses, a system of ruling families that provided ethnic cohesion within the territory, a distinct worldview that stemmed from the use of datura (a hallucinogen), and an elaborate religion that included the creation of sacred sand paintings depicting the deity Chingichngish

B. Historic Setting

The historic background of the project began with the Spanish colonization of Alta California. The first Spanish colonizing expedition reached Southern California in 1769 with the intention of expanding the knowledge of and access to new resources in the region (Brigandi 1998). In the late eighteenth century, the San Gabriel (Los Angeles County), San Juan Capistrano (Orange County), and San Luis Rey (San Diego County) missions began colonizing Southern California and gradually expanded their use of the interior valley (into what is now western Riverside County) for raising grain and cattle to support the missions (Riverside County n.d.). The San Gabriel Mission claimed lands in what is now Jurupa, Riverside, San Jacinto, and the San Gorgonio Pass, while the San Luis Rey Mission claimed land in what is now Lake Elsinore, Temecula, and Murrieta (American Local History Network: Riverside County 1998). The indigenous groups who occupied these lands were recruited by missionaries, converted, and put to work in the missions (Pourade 1964). Throughout this period, the Native American populations were decimated by introduced diseases, a drastic shift in diet resulting in poor nutrition, and social conflicts due to the introduction of an entirely new social order (Cook 1937).

4.14.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to tribal cultural resources.

One comment was received related to tribal cultural resources from the Native American Heritage Commission (NAHC) on November 30, 2020. The NAHC requested that the EIR adhere to the Native American consultation requirements pursuant to Senate Bill 18 and Assembly Bill 52.

4.14.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations governing the protection of tribal cultural resources.

A. Federal Regulations

1. Native American Graves Protection and Repatriation Act (NAGPRA)

The Native American Graves Protection and Repatriation Act (NAGPRA; Public Law 101-601; 25 U.S.C. 3001-3013) describes the rights of Native American lineal descendants, Indian tribes, and Native Hawaiian organizations with respect to the treatment, repatriation, and disposition of Native American human remains, funerary objects, sacred objects, and objects of cultural patrimony, referred to collectively in the statute as cultural items, with which they can show a relationship of lineal descent or cultural affiliation.

NAGPRA requires that Indian tribes or Native Hawaiian organizations be consulted whenever archeological investigations encounter, or are expected to encounter, Native American cultural items or when such items are unexpectedly discovered on Federal or tribal lands. Excavation or removal of any such items also must be done under procedures required by the Archaeological Resources Protection Act. This NAGPRA requirement is likely to encourage the in-situ preservation of archaeological sites, or at least the portions of them that contain burials or other kinds of cultural items.

B. State Regulations

1. Assembly Bill 52 (AB 52)

California Assembly Bill 52 (AB 52) (2014) Chapter 532 amended Section 5097.94 of, and added Sections 21073, 21074, 21080.3.1, 21080.3.2, 21802.3, 21083.09, 21084.2 and 21084.3 to the California Public Resources Code, relating to Native Americans. AB 52 was approved on September 25, 2014. By including tribal cultural resources early in the CEQA process, the legislature intended to ensure that local and Tribal governments, public agencies, and project proponents would have information available, early in the project planning process, to identify and address potential adverse impacts to tribal cultural resources. By taking this proactive approach, the legislature also intended to reduce the potential for delay and conflicts in the environmental review process.

The Public Resources Code now establishes that "[a] project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment." (Pub. Resources Code, § 21084.2.) To help determine whether a project may have such an effect, the Public Resources Code requires a lead agency to consult with any

California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the determination of whether a negative declaration, mitigated negative declaration, or environmental impact report is required for a project.

If a lead agency determines that a project may cause a substantial adverse change to tribal cultural resources, the lead agency must consider measures to mitigate that impact. Public Resources Code § 20184.3 (b)(2) provides examples of mitigation measures that lead agencies may consider to avoid or minimize impacts to tribal cultural resources. These rules apply to projects that have a notice of preparation for an environmental impact report or negative declaration or mitigated negative declaration filed on or after July 1, 2015.

Section 21074 of the Public Resources Code defines "tribal cultural resources." In brief, to be considered a "tribal cultural resource," a resource must be either:

(1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources, or

(2) a resource that the lead agency chooses, in its discretion, to treat as a tribal cultural resource.

In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources. In applying those criteria, a lead agency must consider the value of the resource to the tribe.

2. Senate Bill 18 (SB 18)

Existing law provides limited protection for Native American prehistoric, archaeological, cultural, spiritual, and ceremonial places. These places may include sanctified cemeteries, religious, ceremonial sites, shrines, burial grounds, prehistoric ruins, archaeological or historic sites, Native American rock art inscriptions, or features of Native American historic, cultural, and sacred sites.

Senate Bill 18 on Traditional Tribal Cultural Places was signed into law in September 2004 and went into effect on March 1, 2005. It places requirements upon local governments for developments within or near traditional tribal cultural places (TTCP). SB 18 requires local jurisdictions to provide opportunities for involvement of California Native American tribes in the land planning process for the purpose of preserving TTCP. The Final Tribal Guidelines recommend that the California Native American Heritage Commission (NAHC) provide written information as soon as possible but no later than 30 days after receiving notice of the project to inform the lead agency if the proposed project is determined to be in proximity to a TTCP and another 90 days for tribes to respond to a local government if they want to consult with the local government to determine whether the project would have an adverse impact on the TTCP. The CEQA public distribution list may include tribes listed by the NAHC who have requested consultation, or it may not. If the NAHC, the tribe, and interested

parties agree upon the mitigation measures necessary for the proposed project, they would be included in the project's EIR.

SB 18 requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant TTCP prior to the adoption, revision, amendment, or update of a city's or county's general plan. In addition, SB 18 provides a new definition of TTCP, requiring a traditional association of the site with Native American traditional beliefs, cultural practices, or ceremonies or the site must be shown to actually have been used for activities related to traditional beliefs, cultural practices, or ceremonies. Previously, the site was defined to require only an association with traditional beliefs, practices, lifeways, and ceremonial activities. In addition, SB 18 law also amended Civil Code Section 815.3 and adds California Native American tribes to the list of entities that can acquire and hold conservation easements for the purpose of protecting their cultural places.

3. California Health and Safety Code Provisions - Human Remains

The California Health and Safety Code §7050.5, as well as the Public Resources Code §5097 et. seq., require that in the event of discovery or recognition of any human remains in any location other than a formal cemetery, no further excavation of disturbance of the site or site vicinity can occur until the County Coroner has examined the remains and makes a report. The Native American Heritage Commission is required to be notified within 24 hours if the Coroner determines or suspects the remains to be of Native American descent.

C. Regional Policies

There are no regional policies that relate to tribal cultural resources.

D. City General Plan Policies

The specific policies outlined in the City's General Plan Land Use Element, Conservation and Open Space Element and the Environmental Justice Element that are related to tribal cultural resources and the Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this EIR.

4.14.4 METHODOLOGY

A. Cultural Resources Study

The information in this subsection contains an evaluation of the Project's potential impacts to tribal cultural resources. Much of this analysis presented herein is based on information obtained from the Project's Phase I Cultural Resources Survey (*Technical Appendix H*) and correspondence between the City and the Native American tribes. The Cultural Resource Study included a records search at the Eastern Information Center (EIC), Land Patent records held by the Bureau of Land Management (BLM), additional background research, and a pedestrian field survey of the Project site to determine the presence or absence of archaeological and historic resources.

The methodology for each of the components of the Project-specific Cultural Resources Study are described in further detail, in Subsection 4.4, *Cultural Resources*.

B. Native American Consultation (AB 52 and SB 18 Compliance)

As part of the mandatory AB 52 and SB 18 consultation process required by State law, the City of Jurupa Valley sent notification of the Project to the Native American tribes with possible traditional or cultural affiliation to the area. A summary of the AB 52 and SB 18 consultation process is provided under Threshold a.

4.14.5 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to tribal cultural resources. Based on these significance thresholds, a project would have a significant impact to tribal cultural resources if it would:

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:*

   1. *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*

   2. *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.*

4.14.6 IMPACT ANALYSIS

Threshold 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:***

1) 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

2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

A. Plans, Policies, Programs (PPPs) and Project Design Features (PFDs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on federal, State, or local law currently in place which effectively reduce impacts to tribal cultural resources.

The following apply to the Project and would reduce impacts relating to tribal cultural resources. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.14-1 The Project is required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq.

2. Project Design Features (PDFs)

There are no measures incorporated into the Project's design that are specifically intended to reduce or avoid impacts to tribal cultural resources. Compliance with regulatory requirements and the PPP listed above would ensure the Project would result in less than significant impacts to tribal cultural resources.

B. Impact Analysis

The northern portion of the Project site is currently vacant and undeveloped, and has been subject to plowing and/or disking, and previous mining activity. The southern portion of the Project site was disturbed by the construction of the church complex and parking lot in 1990. No sites, features, places, or landscapes were identified that are either listed or eligible for listing in the California Register of

Historic Places. To be eligible for the Register, (Pub. Res. Code SS5024.1, Title 14 CCR, § 4852), a resource must include 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; or

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

The records search results identified 76 cultural resources within one mile of the Project, none of which are located within the Project site. However, two resources, RIV-3499H (a historic water conveyance system with an associated trash scatter) and P-33-024777 (a historic isolated artifact), are mapped adjacent to the western boundary of the Project. These recorded resources were evaluated and are not considered historically significant. No prehistoric or historic cultural resources were identified within the Project site during the survey. (See Section 4.4, *Cultural Resources*, for additional discussion).

1. Native American Consultation

AB52 Consultation Notices:

As required by AB 52, the City sent notification to the following Native American tribes who have previously requested in writing to receive notices pursuant to AB52:

- Gabrieleño Band of Mission Indians-Kizh Nation
- Soboba Band of Luiseño Indians,
- San Manuel Band of Mission Indians

SB18 Consultation Notices:

As required by SB18, the City sent SB18 notification letters to the following tribes identified by the Native American Heritage Commission (NAHC) as having traditional lands or cultural places located within the boundaries of Riverside County or project region.

- Soboba Band of Luiseno Indians
- Gabrieleno Band of Mission Indians-Kizh Nation

- Torres Martinez Desert Cahuilla Indians
- San Manuel Band of Mission Indians
- Agua Caliente Band of Cahuilla Indians
- Quechan Tribe of the Fort Yuma Reservation (Quechan Indian Tribe)
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Morongo Band of Mission Indians
- Pechanga Band of Luiseno Indians
- Rincon Band of Luiseno Indians
- San Fernando Band of Mission Indians
- Serrano Nation of Mission Indians

Of the tribes sent notification letters, three requested consultation–Soboba Band of Luiseño Indians, Gabrieleno Band of Mission Indians-Kizh Nation, and San Manuel Band of Mission Indians. The Agua Caliente Band of Cahuilla Indians and the Quechan Indian Tribe stated that the Project site is out of their culturally affiliated areas.

The City of Jurupa Valley completed mandatory compliance with Public Resources Code § 21074 associated with the environmental review of the proposed Project. Implementation of the Project has the potential to encounter tribal cultural resources during ground-disturbing construction activities that occur in native soil. Accordingly, there is a potential for significant impacts to occur if significant resources are discovered during the Project's construction process.

2. Sacred Lands File Search

A request for a Sacred Lands File search was sent to the NAHC. The search results were positive; however, no additional details were provided on the tribal cultural resource identified. The NAHC requested that BFSA contact the Gabrieleno Band of Mission Indians – Kizh Nation for more information and provided a list of Native American tribes who may have knowledge of cultural resources in the Project area. BFSA specifically contacted the Gabrieleno Band of Mission Indians – Kizh Nation as directed by the NAHC, as well all Native American consultants listed in the NAHC response letter. BFSA received three responses. The Agua Caliente Band of Cahuilla Indians indicated that the project is outside of their Traditional Use Area and deferred to tribes more local to the area. The Morongo Band of Mission Indians stated that they had no additional comments to provide at this time, but may provide other information to the lead agency during the AB 52 consultation process. The San Manuel Band of Mission Indians stated that, while they are generally concerned about the area in which the current project is located, the subject property has been disturbed in the past, although the exact depth of the disturbance is unknown; as such, they requested information to be included within the cultural report concerning the geomorphology and land use history of the subject property.

Although no specific information on tribal cultural resources was provided, there is a potential that resources could be encountered during ground-disturbing construction activities in native soils. Accordingly, there is a potential for significant impacts to occur if significant resources are discovered during the Project's construction process.

C. Significance Before Mitigation

Potentially significant.

D. Mitigation Measures

MM 4.14-1 **Retain Registered Professional Archaeologist**: Prior to the issuance of a grading permit, the Project Applicant shall retain a Registered Professional Archaeologist ("Project Archaeologist") subject to the approval of the City to be on-call during all mass grading and trenching activities. The Project Archaeologist's responsibilities include, but are not limited to, performing the tasks that require the need for a qualified archaeologist pursuant to MM 4.14-2 through MM 4.14-6 below.

MM 4.14-2 **Cultural Resources Management Plan:** Prior to the issuance of a grading permit, the Project Archaeologist, in consultation with the Consulting Tribe(s), the Project Applicant, and the City, shall develop a Cultural Resources Management Plan (CRMP) that includes performance standards identified in MM 4.14-3 through 4.14-5. A consulting tribe is defined as a tribe that initiated the AB 52/SB 18 tribal consultation process for the Project, has completed AB 52/SB 18 consultation with the City as provided for in Cal Pub Res Code Section 21080.3.2(b)(1). The CRMP shall be prepared to address the implementation of the City's Tribal Cultural Resource Mitigation Measures MM4.14-3 through 4.14-6, including but limited to, timing, procedures and considerations for Tribal Cultural Resources during the course of ground disturbing activities that will occur on the Project site. The CRMP shall be subject to final approval by the City of Jurupa Planning Department.

MM 4.14-3 **Tribal Monitoring:** Prior to the issuance of a grading permit, the Project Applicant shall provide the City of Jurupa Valley evidence of agreements with the Consulting Tribe(s), for tribal monitoring. The Project Applicant is also required to provide a minimum of 30 days advance notice to the tribes of all ground disturbing activities.

MM 4.14-4 **Treatment and Disposition of Inadvertently Discovered Tribal Cultural Resources:** In the event that buried archaeological resources/Tribal Cultural Resources are uncovered during the course of ground disturbing activity associated with the project, all work must be halted in the vicinity of the discovery and the Project Archaeologist shall visit the site of discovery and assess the significance and origin of the archaeological resource in coordination with the consulting tribe(s). The following procedures will be carried out for treatment and disposition of the discoveries:

1) Temporary Curation and Storage**:** During the course of construction, all discovered resources shall be temporarily curated in a secure location onsite or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversite of the process; and

2) Treatment and Final Disposition**:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the City of Jurupa Valley Planning Department with evidence of same:

   a) Preservation-In-Place of the cultural resources, if feasible. Preservation in place means avoiding the resources, leaving them in the place they were found with no development affecting the integrity of the resources. This will require revisions to the grading plan, denoting the location and avoidance of the resource.

   b) Accommodate the process for onsite reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed; location information regarding the reburial location shall be included into the final report required under MM 4.14-5. Copies of the report shall be provided to the City for their records, the Consulting Tribe(s), and the Eastern Information Center.

   c) Curation. A curation agreement with an appropriate qualified repository within Riverside County that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an appropriate curation facility within Riverside County, to be accompanied by payment of the fees necessary for permanent curation.

MM 4.14-5 **Final Reporting:** In the event significant tribal cultural resources as defined by subdivision (c) of Public Resources Code Section 5024.1, or Tribal Cultural Resources as defined by Pub. Resources Code, § 21074 (a), are discovered on the Project site, prior to the issuance of a building permit, the Project Applicant shall submit a Phase IV Cultural Resources Monitoring Report that complies with the County of Riverside *Cultural Resources (Archaeological) Investigations Standard Scopes of Work* for review and approval to the City of Jurupa Valley Planning Department. Once the report

is determined to be adequate, the Project Applicant shall provide (1) copy to the City of Jurupa Valley Planning Department, and provide the City of Jurupa Valley, evidence that two (2) copies have been submitted to the Eastern Information Center at the University of California Riverside and one (1) copy has been submitted to the Consulting Tribe(s) Cultural Resources Department(s).

MM 4.14-6 **Discovery of Human Remains:** In the event that human remains (or remains that may be human) are discovered at the project site during grading or earthmoving, the construction contractors, project archaeologist, and/or designated Native American Monitor shall immediately stop all activities within 100 feet of the find. The Project Applicant shall then inform the Riverside County Coroner immediately, and the coroner shall be permitted to examine the remains as required by California Health and Safety Code Section 7050.5(b).

E. Significance of Impacts After Mitigation

Less than significant.

4.14.7 CUMULATIVE IMPACT ANALYSIS

This cumulative impact analysis considers development of the proposed Project in conjunction with other development projects and planned development project in the vicinity of the Project site that are in the northwestern area of Riverside County and the traditional use area of the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, and the San Manuel Band of Mission Indians. These areas have a potential to yield cultural resources that have affiliation with the cultural context of the Project site.

Although other development projects in the traditional use area for the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians-Kizh Nation, and the San Manuel Band of Mission Indians may impact significant tribal cultural resources, impacts are generally site-specific resulting from ground disturbing activities. There are no cumulative projects adjacent to the Project site that would lead to a cumulative effect. Furthermore, with implementation of Mitigation Measures MM 4.14-1 through 4.14-6, Project impacts to tribal cultural resources would be less than significant. There is no potential for the proposed Project to contribute towards a significant cumulative impact to the significance of a tribal cultural resource or a collection of resources pursuant to California Code of Regulations § 15064.5. Other projects will also be required to comply with SB 18 and/or AB 52.

4.15 UTILITIES AND SERVICE SYSTEMS

The following analysis is based on information obtained from the technical report entitled, *Preliminary Hydrology Calculations* study prepared in August 25, 2020 by Thienes Engineering (Thienes, 2020b) (*Technical Appendix N* to this EIR); the *Preliminary Water Quality Management Plan*, prepared in October 7, 2020 by Thienes Engineering (Thienes, 2020a) (*Technical Appendix O* to this EIR); the *Supplemental Soil Infiltration Study*, prepared on January 29, 2019 for the Project site by NorCal Engineering (NorCal Engineering, 2019) (*Technical Appendix P* to this EIR); Water Supply Assessment, prepared on April, 2021 by Krieger & Stewart (Krieger & Stewart, 2021) (*Technical Appendix T* to this EIR); and the City of Jurupa Valley General Plan (City of Jurupa Valley, 2017). All references used in this Subsection are listed in EIR Section 7.0, *References*.

4.15.1 ENVIRONMENTAL SETTING

A. Water Service

The Project site is located in the service area of the Rubidoux Community Services District (RCSD). The RCSD service area encompasses approximately 7.5 square miles, serving northwest Riverside County and approximately 120 acres in San Bernardino County. RCSD will be the purveyor of water to the Project site. Under existing conditions, the Project site has only a nominal demand for water resources, as the majority of the Project site is currently vacant and undeveloped. The existing church facility is also currently vacant.

The sole source of potable water supply for RCSD and for all water users in the service area is groundwater extracted from the southern portion of the Riverside-Arlington Subbasin (referred to herein as the Riverside Basin) of the Upper Santa Ana Valley Groundwater Basin. It should be noted that RCSD does not purchase or otherwise obtain water from a wholesale water supplier (RCSD, 2016).

In July of 2016, the RCSD adopted the *2015 Urban Water Management Plan* (UWMP), which details RCSD's current and future water supply. The document concludes that, based on the existing and planned water supplies, the RCSD can meet 100 percent of the projected water demand through 2040, even with the recurrence of a severe drought. The UWMP calculates that RCSD's water demand (both potable and non-potable water) for the year 2040 is anticipated to be approximately 13,202 acre-feet (RCSD, 2016, Table 4-3). RCSD's water supply in the year 2040 is projected to be 17,000 acre-feet, resulting in a 3,798 acre-feet surplus in 2040 (RCSD, 2016, Table 6-7).

B. Wastewater Service

The RCSD sewer system provides wastewater conveyance for the Project site. Pursuant to an agreement with the City of Riverside, dated December 1, 1976 to provide advanced wastewater treatment, and a subsequent agreement with the City of Riverside, dated May 4, 1978, to provide primary and secondary wastewater treatment, RCSD has discontinued treatment of the wastewater it collects from within its service area. All wastewater collected by RCSD is conveyed through regional

wastewater conveyance facilities (trunk sewer, lift station, and force main) to the City of Riverside Regional Water Quality Control Plant (RWQCP). The RWQCP currently has capacity to treat approximately 40 million gallons of wastewater daily (City of Riverside, 2015). The northern parcel within the Project site is vacant in the existing condition; therefore, it does not currently generate any wastewater. The southern parcel which contains the church is also vacant, and does not currently generate wastewater.

C. Solid Waste

Solid waste disposal and recycling services for the proposed Project site would be provided by Burrtec Waste Industries, Inc (City of Jurupa Valley, n.d.). Burrtec would transfer solid waste to the Agua Mansa Materials Recovery Facility (MRF)/Transfer Stations. From the MRF, nonrecyclable materials are transferred to regional landfills. Waste generated during construction and operation of the Project would ultimately be deposited at the Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards or 22,048,318.6 tons (15,748,799 cubic yards x [1.4 tons/1 cubic yard]). The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022 (CalRecycle, 2019a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2019b). The northern parcel within the Project site is vacant in the existing condition; therefore, it does not currently generate any solid waste. The southern parcel which contains the church is also vacant, and does not currently generate solid waste.

D. Stormwater Drainage

The majority of the Project site is currently vacant and undeveloped. Runoff from the site generally surface drains southerly to the drain channel, then westerly to the 72-inch storm drain in 28th street. The offsite hills and horse stables north of the Project site are also tributary to the site. The parcel to the southeast is currently developed with a church building, paved parking lot, and an unpaved grass lot. This site generally surface drains southerly to Avalon Street, then westerly to a catch basin in the 28th Street/Avalon Street intersection tributary to the same 72-inch storm drain.

E. Electricity

Southern California Edison (SCE) provides electricity services to a large majority of southern and central California, including the Project site. SCE serves 180 cities across 50,000 square miles of service area. Existing overhead power lines occur along Agua Mansa Road that are aligned in a northeast-southwest direction along the eastern boundary of the Project site. Additionally, along the northwestern portion of the Project site, overhead power lines are located on the west side of Hall Avenue and are aligned in a north-south direction (Google Earth Pro, 2020).

F. Natural Gas

The Project site is located in the natural gas service area of Southern California Gas Company (SoCal Gas), which maintains local underground service lines in Jurupa Valley. Existing gas lines adjacent to the Project site are located within adjacent roadways.

4.15.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to utilities and service systems.

Two comments related to utilities and service systems were received during the public scoping period from the Riverside County Flood Control and Water Conservation District (RCFCWCD) on March 7, 2019 and December 22, 2020. Both comments state that the Project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed, that the RCFCWCD would consider accepting ownership of proposed storm drains or other facilities that could be considered regional in nature and/or a logical extension of the adopted Rubidoux Master Drainage Plan. The RCFCWCD has also stated that the Project may require a NPDES permit.

4.15.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, state, and local environmental laws and related regulations related to utilities and service systems.

A. State

1. Urban Water Management Planning Act

The Urban Water Management Planning Act was proposed and adopted to ensure that water planning is conducted at the local level, as the State of California recognized that two water agencies in the same region could have very different impacts from a drought. The Urban Water Management Planning Act requires water agencies to develop Urban Water Management Plans over a 20-year planning horizon, and further required Urban Water Management Plans to be updated every five years. The Urban Water Management Plans provide a framework for ensuring a water supplier has the ability to provide water service to its customers during normal, dry, and multiple dry water years.

2. Senate Bill 610

Senate Bill (SB) 610 pursuant to Water Code section 10910 et seq. was passed in 2001 to establish coordination between the local water and land use decisions and ensure that California cities and communities are provided with adequate water supply. Specific projects are required to prepare a Water Supply Assessment (WSA). The WSA is composed of information regarding existing and forecasted water demands, as well as information pertaining to available water supplies for the new development. The following projects are required to prepare a WSA:

- Residential developments consisting of more than 500 homes, or
- A business employing more than 1,000 people or having more than 500,000 square feet;
- A commercial office building employing more than 1,000 people or having more than 250,000 square feet of floor space;
- A hotel having more than 500 rooms;
- An industrial complex with more than 1,000 employees and occupying more than 40 acres of land; or
- A mixed-use project that requires the same or greater amount of water as a 500 dwelling-unit project.

Since the Project consists of the development of industrial uses on 80.8 acres, a WSA is required.

3. California Solid Waste Integrated Waste Management Act (AB 939, 1989)

The Integrated Waste Management Act (IWMA) established an integrated waste management hierarchy to guide the California Integrated Waste Management Board (CIWMB) and local agencies in implementation, in order of priority: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal (it should be noted that the CIWMB no longer exists, and its duties have been assumed by CalRecycle).

4. 2019 California Green Building Standards Code (CAL Green; Part 11 of Title 24, California Code of Regulations)

CALGreen became effective January 1, 2020, and is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State of California. CALGreen Section 5.408.3 requires that 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing shall be reused or recycled. For a phased project, such material may be stockpiled on-site until the storage site is developed.

5. California Energy Efficiency Standards for Residential and Nonresidential Buildings (24 CA. Code Regs. 6)

The Standards contain energy and water efficiency requirements (and indoor air quality requirements) for newly constructed buildings, additions to existing buildings, and alterations to existing buildings.

B. Regional

1. Santa Ana Regional Water Quality Control Board

The Santa Ana Regional Quality Control Board (RWQCB) has oversight for a wastewater treatment plant to operate. The RWQCB issued Order No. RS-2013-0016 NPDES No. Ca0105350 Waste Discharge and Water Reclamation Requirements for the City of Riverside, Department of Public Works Riverside Regional Water Quality Control Plant Riverside County on November 1, 2013. This Order serves as Waste Discharge Requirements (WDRs) pursuant to Article 4, Chapter 4 of California Water Code (CWC) commencing with Section 13260. This Order shall also serve as an NPDES permit pursuant to Section 402 of the federal Clean Water Act (CWA) and implementing regulations adopted by the U.S. Environmental Protection Agency (USEPA) and Chapter 5.5, Division 7 of the CWC for point source discharges from this facility to the surface waters. The RWQCP is designed to tertiary treat 46 million gallons per day (mgd) of wastewater. The annual average daily flow for 2012 was 29 mgd.

2. Riverside Countywide Integrated Waste Management Plan

The Riverside Countywide Integrated Waste Management Plan (RCIWMP), was approved by the California Integrated Waste Management Board in 1996. The Plan outlines the goals, policies, and programs that the County and its cities, including what is now the City of Jurupa Valley, would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. The RCIWMP is composed of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, and the Riverside Countywide siting element.

C. Local

1. City General Plan Policies

The specific policies outlined in the City's General Plan that are related to utilities and service systems and that apply to the proposed Project are listed in a General Plan Consistency Analysis table in Section 4.10, *Land Use and Planning*, of this *EIR*.

2. City of Riverside's Regional Water Quality Control Plant NPDES Permit

Wastewater discharge requirements for the City of Riverside RWQCP are detailed in Order No. RS-2013-0016 NPDES No. CA0105350. The permit includes the conditions needed to meet applicable technology-based requirements at a minimum. The permit includes limitations more stringent than applicable federal technology-based requirements where necessary to achieve applicable water quality standards.

3. Rubidoux Community Services District Ordinance No. 105

The collection system of the RCSD conveys untreated sewage to the regional wastewater treatment facilities of the City of Riverside, which are considered publicly owned treatment works. Ordinance No. 105 ensures wastewater discharge into RCSD's sewer system is compliant with the NPDES permit conditions, bio-solid use and disposal requirements, and any other federal or state laws.

The ordinance also includes the RCSD's Industrial Pre-Treatment program, including all currently adopted limits for the discharge of pollutants as adopted by the RCSD and as applicable to the specific industrial user.

4. Rubidoux Community Services District Water and Sanitary Sewer Design and Construction Manual

The RCSD Water and Sanitary Sewer Design and Construction Manual ensures that water and sewer facilities constructed for the RCSD are complete, correctly operating, and in compliance with government codes and good water and wastewater industry practice. The manual also provides interested parties with the RCSD's procedures, policies, and requirements for the design and construction of new water and wastewater infrastructure.

4.15.4 Basis for Determining Significance

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to utilities and service systems. Based on these significance thresholds, a project would have a significant impact on utilities and service systems if it would:

a. *Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects;*

b. *Not 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 inadequate 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. Not comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

4.15.5 IMPACT ANALYSIS

Threshold a: ***Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?***

A. Plans, Policies, Programs (PPPs) and Project Design Features

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems.

The following apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.15-1 The Project is subject to compliance with the Rubidoux Community Services District rules, regulations, conditions, requirements, and payment of fees for commercial/industrial projects with respect to water and sewer service.

PPP 4.15-2 Prior to the issuance of grading permit, the Project Applicant shall be required to provide written verification to the City of Jurupa Valley Engineering Department that the Rubidoux Community Services District has verified that adequate capacity exists at the City of Riverside Water Quality Control Plant (RWQCP) to serve the Project.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of utilities and services. Refer to Section 3.0, *Project Description*, for information on the Project's proposed on-site water and sewer system improvements.

B. Impact Analysis

No existing water or wastewater lines would be relocated or upsized as part of the proposed Project. The Project would include the installation of water and wastewater lines within the Project Site, connecting to existing facilities within Rubidoux Boulevard. Installation of water and wastewater lines on the Project Site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to installation of the water and sewer lines.

Water service to the Project site would be provided by the RCSD. Water service to the Building 1 site would be accommodated via a proposed 12-inch looped water main that would extend from the northeast corner of the building southeast within Primavera Avenue (26th Street) to an existing point of connection to the south of Rubidoux Boulevard. Water service for Building 2 would be accommodated via a proposed 12-inch water line that would connect to the proposed 12-inch water lines within Primavera Avenue (26th Street).

The Project also would require the installation of natural gas lines to connect the proposed Project to the existing natural gas lines within 26th Street. The Project would involve utility connections to provide electric power and telecommunications services to the Project site. Installation of dry utilities on the Project Site is considered an inherent component of the Project's construction process, and no significant impacts have been identified throughout this EIR specifically related to their installation.

In summary, the installation of the utility and service system infrastructure improvements proposed by the Project Applicant would result in physical environmental impacts inherent in the Project's construction process; however, these impacts have already been included in the analyses of construction-related effects presented throughout this EIR. In instances where the Project's construction phase would result in specific, significant impacts, feasible mitigation measures are provided. The construction of infrastructure necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed elsewhere in this this EIR. Accordingly, impacts would be less than significant and additional mitigation measures beyond those identified throughout other subsections of this EIR would not be required.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

No mitigation is required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems.

PPP 4.15-1 (listed under Threshold a), applies to the Project and would reduce impacts relating to utilities and service systems. This requirement is included in the Project's MMRP to ensure compliance.

2. Project Design Features

There are no Project Design Features applicable to the Project related to the topic of utilities and services.

B. Impact Analysis

RCSD is responsible for supplying potable water to the Project site. A WSA was prepared and approved for the Project on April 2021 by RCSD's Board of Directors, pursuant to California Water Code Sections 10910 through 10914 (see *Technical Appendix T*). According to the U.S. Energy Information Administration's 2012 Commercial Buildings Energy Consumption Survey, warehouses and storage buildings uses a total annual average of 10,900 gallons per worker, or 3.4 gallons/sf of floor space. With 500 workers employed at the Project site, the total water demand for the Project would be 5,450,000 gallons/year (16.7 acre-feet of water per year). With a total of approximately 1,334,860 sf of floor area, the Project would require approximately 4,538,524 gallons/year (13.9 acre-feet of water per year). For the purposes of the Water Supply Assessment, the higher water demand estimate of 16.7 acre-feet of water per year is assumed. (Krieger & Stewart, 2021) The Board determined that there would be adequate water supplies available during normal, single-, and multiple-dry water years to meet the projected water demand of the Project, in addition to the existing and other planned future uses of RCSD's system. The finding is based on RCSD's reliable supply of groundwater, continued success with water conservation programs, and the growth accounted for within the RCSD 2015 Urban Water Management Plan.

As discussed in the RCSD's UWMP, water supplies are projected to significantly exceed demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. Under each water planning scenario (normal year, single dry year, multiple dry years) RCSD water supply is projected to exceed demand by a minimum of 22 percent (RCSD, 2016, Table 6-5 through Table 6-7). As shown in Table 4-1 of the UWMP, RCSD projected the addition of approximately 111 acre-feet of

water per year for Commercial/Industrial/Institutional water use between 2020 and 2025. (Krieger & Stewart, 2021) Therefore, there is sufficient water supply to accommodate the Project. RCSD's projections are also based on the population projections of the Southern California Association of Governments (SCAG), which rely on adopted general plan land use maps and land use designations. Although the Project proposes a General Plan Amendment to change the land use designation on 75.9 acres of the Project site from Light Industrial to Heavy Industrial and extend the Agua Mansa Warehouse and Distribution Center Overlay to allow logistics uses, this change would present a nominal increase in water demand usage from the existing Light Industrial designation. Therefore, buildout of the Project site with industrial uses is consistent with the underlying General Plan land use designation and previously considered in the SCAG population projections and the UWMP. As stated above, the RCSD expects to have adequate water supplies to meet all its demands through year 2040.

Therefore, sufficient water supplies available to serve the Project from existing entitlements/resources and no new or expanded entitlements are needed. Implementation of the Project would result in a less than significant impact.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems.

PPP 4.14-1 and PPP 4.14-2 (listed under Threshold a), apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of utilities and services.

B. Impact Analysis

RCSD is responsible for supplying wastewater services to the Project site. As discussed in the UWMP, RCSD projects quantities of wastewater based on 32% of water production, which is the average of wastewater quantities as a percentage of total production for years 2010-2015. For the purposes of this Project, it is conservatively assumed that indoor water usage accounts for 60% of water usage. Therefore, the amount of wastewater that would be generated by the Project is conservatively assumed to be 8,959 gallons per day, which is 100% percent of indoor water use. The daily amount of wastewater generated would result in an annual generation of approximately 3.27 million gallons per year of wastewater that will be conveyed to the City of Riverside RWQCP, which is located in the City of Riverside. With the expansion of the RWQCP completed in September 2017, the RWQCP currently has a capacity of 46 million gpd (City of Riverside, 2015).

Based on the City of Riverside's Master Plan for the Wastewater Collection and Treatment Facilities, the Project site is located in Area 82 (which projects 94,416 gpd) and Area 105 (which projects 7,068 gpd) for a total of 101,484 gpd of wastewater projected for the Project site (City of Riverside Public Works Department, 2019, Table A-2). The Project's discharge rate of 8,959 gpd would therefore be within the RWQCP's assumptions for the Project site and therefore assumed within the Master Plan for the Wastewater Collection and Treatment Facilities.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems.

The following apply to the Project and would reduce impacts relating to utilities and service systems. These requirements are included in the Project's MMRP to ensure compliance:

PPP 4.15-3 The Project shall comply with Section 5.408 of the 2019 California Green Building Code Standards, which requires new development projects to submit and implement a construction waste management plan in order to reduce the amount of construction waste transported to landfills. Prior to the issuance of building permits, the City of Jurupa Valley shall confirm that a sufficient plan has been submitted, and prior to final building inspections, the City of Jurupa Valley shall review and verify the Contractor's documentation that confirm the volumes and types of waste that were diverted from landfill disposal, in accordance with the approved construction waste management plan.

PPP 4.15-4 The Project shall participate in established programs for commercial development projects to reduce solid waste generation, in accordance with the provisions of the Riverside Countywide Integrated Waste Management Plan.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

Construction and operation of the Project would result in the generation of solid waste, requiring disposal at a landfill. During construction of the Project, solid waste in the form of demolition material (demolition of the church facility site), materials and debris currently stored on-site, and remnants of unused construction materials would require disposal at a landfill. Waste also would be generated by the construction process, primarily consisting of discarded materials and packaging. Section 5.408 of the 2016 California Green Building Standards Code (CALGreen; Part 11 of Title 24, California Code of Regulations) requires that 65 percent of construction/demolition waste be diverted from landfills, and 100 percent of trees, stumps, rocks, and associated vegetation and soils resulting from land clearing be reused or recycled.

Solid waste from the Project site will be hauled by Burrtec Waste Industries, Inc. and transferred to the Agua Mansa Material Recovery Facility (MRF)/Transfer Station. From the MRF, non-recyclable materials will likely be disposed at Badlands Sanitary Landfill or the El Sobrante Landfill. The Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day with a remaining capacity of 15,748,799 cubic yards. The Badlands Sanitary Landfill is estimated to reach capacity, at the earliest time, in the year 2022 (CalRecycle, 2019a). The El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day with a remaining capacity of 143,977,170 tons. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2051 (CalRecycle, 2019b).

Based on the County of Riverside General Plan Environmental Impact Report, the current solid waste generation rates are anticipated to be 10.8 tons of solid waste per year for every 1,000 s.f. of industrial space (County of Riverside, 2015). The Project currently proposes 1,299,358 s.f. of industrial building space which would result in approximately 14,029.2 tons of solid waste per year (10.8 tons x 1,299 thousand s.f.). As previously stated, the Badlands Sanitary Landfill has a permitted disposal capacity of 4,800 tons per day (1,752,000 tons per year) and the El Sobrante Landfill has a permitted disposal capacity of 16,054 tons per day (5,859,710 tons per year) (CalRecycle, 2019a; CalRecycle, 2019b). Since the Project is estimated to generate approximately 38.4 tons of solid waste per day (14,029.2 tons per year ÷ 365 days in a year), this amount represents a nominal portion of the landfill's capacity and would not contribute significantly to the daily landfill capacity, and the landfill facilities are sufficient. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold e: ***Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to utilities and service systems.

PPP 4.15-3 and PPP 4.15-4 (identified under Threshold d), apply to the Project and would reduce impacts relating to solid waste. These requirements are included in the Project's MMRP to ensure compliance.

2. Project Design Features (PDFs)

There are no Project Design Features applicable to the Project related to the topic of solid waste.

B. Impact Analysis

The California Integrated Waste Management Act (Assembly Bill (AB) 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted.

The proposed Project would be required to coordinate with Burrtec Waste Industries, Inc., the waste hauler, to develop collection of recyclable material for the Project on a common schedule as set forth in applicable local, regional, and state programs. Recyclable materials that could be recycled by the Project include paper products, glass, aluminum, and plastic.

Additionally, the Project would be required to implement PPP 4.15-3 and PPP 4.15-4 and comply with applicable elements of AB 1327, Chapter 18 (California Solid Waste Reuse and Recycling Act of 1991; Public Resources Code [PRC] Section 42901) and other applicable local, state, and federal solid waste disposal standards. This would ensure that the solid waste stream to regional landfills is reduced in accordance with existing regulations. Accordingly, impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.15.6 Cumulative Impact Analysis

This cumulative impact analysis considers development of the Project site in conjunction with General Plan buildout within the service area for the respective utility providers or the service area for specific facilities (e.g., wastewater treatment facilities).

As with the Project, individual cumulative development projects would require the construction of necessary infrastructure (water and wastewater lines, storm drain facilities, dry utilities, and others) to serve the projects. Each individual development project is subject to review for utility capacity to avoid unanticipated interruption of service or inadequate supplies. Coordination with the utility providers would allow for the provision of utility services to the Project and other developments. The Project and cumulative development is subject to connection and service fees to offset increased demand and assist in facility expansion and service (at the time of need). The infrastructure needed for the Project would be limited to the identified construction impact area, and no new or expanded off-site infrastructure is required for the Project. The environmental impacts associated with the construction of these facilities are addressed throughout this EIR and would be less than significant. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with construction of utility infrastructure.

A. Water Service

The cumulative area considered for water supply is the service area of the RCSD. The 2015 Urban Water Management Plan (UWMP) was adopted by the RCSD in July of 2016, which details RCSD's current and future water supply. The document found that, based on the existing and planned supplies, the RCSD can meet 100 percent of the projected water demand through 2040, even with the recurrence of a severe drought. The UWMP predicts that the District's water demand (both potable and non-potable water) for the year 2040 is anticipated to be approximately 13,202 acre-feet with a minimum surplus of 22% (RCSD, 2016). Because the demand for water services can be met through 2040, including the recurrence of a severe drought, cumulative impacts to water services would be less than significant.

B. Wastewater Service

The cumulative area for wastewater-related issues is the RCSD service area. The Project anticipates to discharge approximately 8,959 gpd of sewer discharge will be conveyed to the City of Riverside Water Quality Control Plant (RWQCP), which is located in the City of Riverside. The RWQCP currently has a capacity of 46 million gpd (City of Riverside, 2015). The discharge rate of 8,959 gpd is a nominal increase to the overall capacity of the RWQCP. As such, there is adequate existing capacity to provide wastewater treatment for the Project and cumulative development. Therefore, the Project would not have a cumulatively considerable contribution to a significant cumulative impact associated with water treatment facilities.

C. Stormwater Drainage

Cumulatively, development within the Santa Ana watershed will result in an increase in impervious surfaces in addition to changes in land use and associated pollutant runoff characteristics. Increased impervious surfaces are likely to alter existing hydrology and increase potential pollutant loads. However, all future development in the City and throughout the Santa Ana RWQCB is required to comply with the requirements of the NPDES permit program and implemented BMPs. Therefore, the

proposed Project, would not make a significant contribution to any cumulatively considerable impacts related to drainage or water quality on a local or regional basis.

D. Solid Waste

AB 341 mandates the reduction of solid waste disposal in landfills (PRC Section 42649). The City's waste haulers use a variety of County landfills in the area. The solid waste generated by construction and operation of the Project would represent nominal portion of daily disposal capacities at existing landfill facilities. The existing landfill facilities have sufficient daily capacity to handle solid waste during the Project's construction and operation and would not directly result in the need for expanded solid waste disposal facilities. With El Sobrante Landfill's planned capacity through 2051 and projected growth rates contained in the City's General Plan EIR, sufficient landfill capacity would exist to accommodate future disposal needs through 2030. Notwithstanding landfill capacity, PPP 4.15-3 and PPP 4.15-4 would further reduce impacts relating to solid waste. Further, the Project would adhere to applicable local and State regulations during both construction and long-term operation to reduce solid waste generation. Other cumulative development would be required to comply with such regulations. Therefore, development according to the City's General Plan would not create demands for solid waste services that would exceed the capabilities of the County's waste management system. Consequently, cumulative impacts associated with solid waste within the City would be considered less than significant.

4.16 WILDFIRE

This Subsection describes the existing wildfire conditions of the Project site and vicinity and evaluates the Project's potential to exacerbate wildfire impacts.

4.16.1 EXISTING CONDITIONS

A. Regional Setting

Regional climate in the South Coast Air Basin (SCAB) is characterized as a semi-arid climate. The annual average temperatures throughout the SCAB vary from the low to middle 60s degrees Fahrenheit (°F). Due to a decreased marine influence, the eastern portion of the SCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SCAB have recorded maximum temperatures above 100°F. The annual average relative humidity within the SCAB is 71% along the coast and 59% inland. (Urban Crossroads, 2020a, p. 9)

Fires can be a significant issue during Summer and Fall, especially during dry Santa Ana wind events. Santa Ana winds are strong, extremely dry downslope winds that originate inland and affect coastal Southern California and northern Baja California. Santa Ana winds events can occur throughout the year; however, they generally occur during the Fall months. Santa Ana winds may gust up to 75 miles per hour (mph) or higher. This phenomenon markedly increases the wildfire danger and intensity in the Project area by drying out and preheating vegetation as well as accelerating oxygen supply.

B. Existing Setting

1. Wildfire Risks

A wildfire is a nonstructural fire that occurs in vegetative fuels, excluding prescribed fire. Wildfires can occur in undeveloped areas and spread to urban areas where the landscape and structures are not designated and maintained to be ignition resistant. Due to the rural and somewhat mountainous nature of the City, and some of the flora, such as oak woodlands and chaparral habitat, the foothill areas and mountainsides are subject to a risk of fire hazards. The lush riparian vegetation of the Santa Ana River also poses conditions conducive to wildfires, and giant cane, where present in the watershed, is even more combustible than native species. (City of Jurupa Valley, 2017a, p. 8-16)

The state passed Senate Bill 1241 to require that General Plan Safety Elements address the fire severity risks in State Responsibility Areas (SRAs) and Local Responsibility Areas (LRAs). As shown in Figure 8-10 of the City of Jurupa Valley General Plan, the City contains several areas within Very High and High fire severity zones that are located in an SRA. SRAs are those areas of the state in which the responsibility of preventing and suppressing fires is primarily that of the Department of Forestry and Fire Protection, also known as Cal Fire. (City of Jurupa Valley, 2017a, p. 8-16)

2. Project Site

The Project site is designated within a High Fire Hazard Severity Zone (HFHSZ) within a State Responsibility Area (SRA) by the City of Jurupa Valley General Plan and Cal Fire. (CalFire, 2021) The majority of the Project site is undeveloped and disturbed with varying vegetation abutting the hillsides to the northwest.

3. Downstream Post-Fire Conditions

Under existing conditions and as further discussed in EIR Subsection 4.9, *Hydrology and Water Quality*, runoff from the site generally surface drains southerly to the drain channel, then westerly to the 72-inch storm drain in 28th street. The offsite hills and horse stables north of the Project site are also tributary to the site. The parcel to the south is currently developed with a church building, paved parking lot, and an unpaved grass lot. This site generally surface drains southerly to Avalon Street, then westerly to a catch basin in the 28th Street/Avalon Street intersection tributary to the same 72-inch storm drain.

4. Emergency Response

The County of Riverside, through its cooperative agreement with Cal Fire, provides the City of Jurupa Valley with fire protection, hazardous materials mitigation, technical rescue response, fire marshal, emergency medical services, public service assists, and disaster preparedness and response. There are four fire stations within the City Limits: Station 16 (9270 Limonite Avenue), Station 17 (10500 San Sevaine Way), Station 18 (7545 Mission Boulevard), and the Rubidoux Fire Station (5721 Mission Boulevard).

4.16.2 NOP/SCOPING COMMENTS

A NOP for the proposed Project was released for public review on November 30, 2020, and an EIR Scoping Meeting was held on December 8, 2020. No comments were made during the EIR Scoping Meeting that pertain to wildfire impacts, and no comments were received during the NOP comment period relating to wildfire impacts.

4.16.3 REGULATORY FRAMEWORK

The following is a brief description of the federal, State, and local environmental laws and related regulations related to fire hazards.

A. Federal Regulations

There are no federal regulations related to wildfires applicable to the Project.

B. State Regulations

1. California Building Code (Chapter 7A)

The purpose of Chapter 7A of the California Building Code is to establish minimum standards for the protection of life and property by increasing the ability of a building located in any Fire Hazard Severity Zone within State Responsibility Areas or any Wildland-Urban Interface Fire Area to resist the intrusion of flames or embers projected by a vegetation fire and contributes to a systematic reduction in conflagration losses. (CBC, 2016)

2. California Fire Code (California Code of Regulations Title 24, Part 9)

California Code of Regulations (CCR) Title 24 is reserved for State regulations that govern the design and construction of buildings, associated facilities, and equipment. These regulations are also known as building standards (reference California Health and Safety Code § 18909). California Health and Safety Code § 18902 gives CCR Title 24 the name California Building Standards Code (CBSC). (CBSC, 2019)

The CBSC in CCR Title 24 is published by the California Building Standards Commission and it applies to all building occupancies (see Health and Safety Code §§ 18908 and 18938) throughout the State of California. Cities and counties are required by State law to enforce CCR Title 24 (reference Health and Safety Code §§ 17958, 17960, 18938(b), and 18948). Cities and counties may adopt ordinances making more restrictive requirements than provided by CCR Title 24, because of local climatic, geological, or topographical conditions. Such adoptions and a finding of need statement must be filed with the California Building Standards Commission (Reference Health and Safety Code §§ 17958.7 and 18941.5). (CBSC, 2019)

C. Regional Regulations

1. Jurupa Valley Municipal Code

The City of Jurupa Valley identifies policies related to fire prevention standards. The specific Municipal Code policies that are relevant to the Project are located within Section 8.10 – Adoption of Fire Code. The purpose of the section, as stated in Section 8.10.010 – Fire Code adopted, is to adopt the 2019 California Fire Code, California Code of Regulations, Title 24, Par 9, as amended, to govern the safeguarding of life and property from fire, explosion hazards and hazardous conditions and to regulation the issuance of permits and collection of fees.

D. Local Regulations

1. City of Jurupa Valley General Plan

The City of Jurupa Valley General Plan identifies policies related to fire prevention standards in Element 8, *Community Safety, Services, and Facilities Element*. The specific General Plan policies that are relevant to the Project include:

CSSF 1.23 Fire Prevention. Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:

1. All proposed construction shall meet minimum standards for fire safety as defined in the City Building or Fire Codes, or by City zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.

2. In addition to the fire safety provisions of the Uniform Building Code and the Uniform Fire Codes, apply additional standards for high risk, high occupancy hospital and health care facilities, dependent care, emergency operation centers, and other essential or "lifeline" facilities, per county or State standards. These shall include assurance that structural and nonstructural architectural elements of the building will not:

    a. Impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor

    b. Hinder evacuation from fire, including potential blockage of stairways or fire doors.

3. Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined unnecessary by Cal Fire or City Building Official.

CSSF 1.24 Adjacent Natural Vegetation. Development that adjoins large areas of native vegetation will require drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible.

CSSF 1.28 Fire Protection Master Plan. Continue to utilize the Riverside County Fire Protection Master Plan and Jurupa Emergency Response Plan as the base documents to implement the goals and objectives of the Community Safety Element.

2. City of Jurupa Valley Municipal Code

The Jurupa Valley Municipal Code identifies polices related to wildfire prevention. Chapter 6.45, *Hazardous Vegetation*, states that the City of Jurupa Valley generally has an arid climate conducive to wildfires and is prone to periodic Santa Ana wind events. Many of the county's native and non-native plant species can be highly flammable during normal dry periods and have contributed to significant wildfires within the county. Santa Ana wind events further exacerbate the fire danger and have resulted in catastrophic fire losses to life, property and the environment. Of paramount importance to the City Council and the citizens of Jurupa Valley is the protection of lives and property from the threat of fire and the safety of fire and law enforcement personnel during wildfires. To that end, the City has established a hazardous vegetation abatement program that protects the lives and property of the citizens of Jurupa Valley while at the same time protecting rare and sensitive plant and animal species and the environment.

4.16.4 BASIS FOR DETERMINING SIGNIFICANCE

In accordance with § 15064.7 of the State CEQA Guidelines, the City of Jurupa Valley adopted local CEQA Guidelines. The City's local CEQA Guidelines are based on the CEQA checklist included in Appendix G of the State CEQA Guidelines. The City of Jurupa Valley Guidelines recognizes the following significance thresholds related to wildfires.

Based on these significance thresholds, a project would have a significant impact to wildfire, if the Project is located in or near State Responsibility Areas of lands classified as very high fire severity zones, and the project would:

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 change?*

4.16.5 IMPACT ANALYSIS

If located in or near State Responsibility Areas or lands classified as very high fire severity zones, would the project:

Threshold a: ***Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to wildfire.

PPP 4.8-2 The Project Applicant shall comply with all applicable City of Jurupa Valley Fire Department codes (Chapter 8.10 of the City's Municipal Code), ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire

access, access gates, combustible construction, water availability, and fire sprinkler systems.

2. Project Design Features (PDFs)

The following Project Design Features are applicable to the Project related to the topic of wildland fires:

PDF 4.16-1 Development that adjoins large areas of native vegetation will consist of drought tolerant landscaping that blends with the natural vegetation to the greatest extent possible. Additionally, the Project would include asphalt roads and parking stalls, and a fully irrigated landscape.

B. Impact Analysis

The Project site is designated within a High Fire Hazard Severity Zone within an SRA by the City of Jurupa Valley General Plan and CalFire. (CalFire, 2021)

As discussed under Threshold f in EIR Subsection 4.8, *Hazards and Hazardous Materials*, the Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. During construction and long-term operation, the Project would be required to maintain adequate access for emergency vehicles.

During Project construction, travel lanes along existing roadways would be maintained, and construction materials and equipment would be staged on-site. The Project is not anticipated to result in a substantial alteration to the design or capacity of an existing road that would impair or interfere with an adopted emergency response or evacuation plan. No impacts would occur.

Under operational conditions, Primavera Avenue (26th Street) would serve emergency vehicles only, to maintain adequate emergency access for emergency vehicles on-site. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or evacuation plan. Additionally, as part of the City's discretionary review process, the City of Jurupa Valley reviewed the Project's application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that the Project would not substantially impede emergency response times in the local area.

The Project would not substantially impede emergency response routes in the local area based on the Project's ingress and egress, access driveways, and circulation design. Accordingly, the Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. Thus, no impact would occur.

C. Significance Before Mitigation

No impact.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

No impact.

Threshold b:	***Would the Project, due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to wildfire.

PPP 4.8-2 will apply.

2. Project Design Features (PDFs)

PDF 4.16-1 will apply.

B. Impact Analysis

The Project site is currently undeveloped and contains native and non-native vegetation. The Project would result in the development of the Project site with two industrial buildings that would remove the native and non-native vegetation which would reduce the presence of fuel in the event of a wildfire. Furthermore, as required by the City's General Plan, all landscaping improvements implemented by the Project would be drought tolerant (PPP 4.16-1).

In addition to an overall reduction of vegetative fuel at the Project site, development of the vacant site would increase the buffer between open space and adjoining residential, industrial, and commercial uses. The Project's proposed design features, which include asphalt roads and parking stalls, and a fully irrigated landscape, would reduce the risk of wildfire at the Project site. Moreover, all structures would be protected by an automatic, internal fire sprinkler system. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for the Project's interior fire sprinkler systems for all the Project's proposed structures. The development of the Project site with the Project would not facilitate the spread of wildfire and create or exacerbate offsite fire risk to neighboring resources. As such, the Project is not anticipated to expose Project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to wildfire.

PPP 4.8-2 will apply.

2. Project Design Features (PDFs)

PDF 4.16-1 will apply.

B. Impact Analysis

(Also refer to Section 4.8, *Hazards and Hazardous Materials*, Threshold g.) The Project does not require the installation of infrastructure that may exacerbate fire risk. The proposed Project would connect to existing portions of the Rubidoux Community Services District (RCSD) infrastructure via a proposed 12-inch looped water main that would extend from the northeast corner of the building southeast within Primavera Avenue (26th Street) to an existing point of connection south of Rubidoux Boulevard. Water service for Building 2 would be accommodated via a proposed 12-inch water line that would connect to the proposed 12-inch water lines within Primavera Avenue (26th Street).

Sanitary sewer service to the Project site also would be provided by the RCSD. The proposed 6-inch sewer lines would be extended from the southwest and northwest corners of Building 1, which would connect to an 8-inch private sewer main on site that would extend southeast as a public 12-inch sewer main within Primavera Avenue (26th Street). The proposed sewer main would connect to an existing 8-icnh sewer main located south of Rubidoux Boulevard. For Building 2, a 6-inch sewer line would

be extended on site towards the southeast to a proposed 8-inch sewer main within Avalon Street, which would connect to the proposed 8-inch sewer main within Primavera Avenue (26th Street). The Project also would require the installation of natural gas lines to connect the proposed Project to the existing natural gas lines within 26th Street. The Project would involve utility connections to provide electric power and telecommunications services to the Project site. Although the Project would require the installation of utility infrastructure and utility infrastructure connection, the construction of these improvements is inherent to the Project's construction phase and impacts associated with the Project construction phase are evaluated throughout this EIR. In addition to the Project's utility infrastructure, the Project would result in the installation of on-site fire hydrants, that are designed in accordance with the RCFD standards. The internal waterlines are anticipated to supply sufficient fire flows and pressure to meet the demands required for on-site fire hydrants. Therefore, the proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk on or off-site or result in temporary or ongoing impacts to the environment. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

Threshold 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 instability or drainage change?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, and Programs (PPPs)

These include existing regulatory requirements such as plans, policies, or programs applied to the Project based on the basis of federal, State, or local law currently in place which effectively reduce impacts to wildfire.

There are no PPPs applicable pertaining to Threshold d.

2. Project Design Features (PDFs)

PDF 4.16-1 will apply.

B. Impact Analysis

According to the Map My County website (RCIT, 2021) and FEMA, the Project site is within an area of minimal flooding (FEMA, 2008). As further discussed under Threshold c of EIR Subsection 4.9, *Hydrology and Water Quality*, the Project would result in minor changes to the existing drainage patterns of the Project site. However, such changes would not increase the rate or amount of surface runoff in a manner which would result in flooding or result in substantial erosion or siltation on- or off-site. The Project would replace undeveloped, vacant land that contains vegetation susceptible to wildfire with buildings, streets, driveways, parking lot areas, detention basins, and irrigated landscaping that would not readily transmit wildfire. Therefore, the Project would reduce the risk of wildfire spread. In the event that wildfire occurs in the Project vicinity, the Project would not result in an increased risk of downslope or downstream flooding because it is within an area of minimal flooding and Project runoff would be adequately conveyed by the existing storm drain infrastructure. Therefore, the implementation of the Project would not increase the risk of downslope or downstream flooding. Impacts would be less than significant.

As discussed under Threshold a of EIR Subsection 4.7, *Geology and Soils*, the City of Jurupa Valley General Plan Figure 8-6, Landslide Susceptibility in Jurupa Valley, does not identify the Project site as within an area at risk of landslide (City of Jurupa Valley, 2017a). Regardless of the landslide susceptibility, the Project would be required by the California Building Code (CBC) and Jurupa Valley Building Code to comply with the recommendations identified in the Project's Preliminary Geotechnical Investigation, which would ensure that the Project is engineered and constructed to maximize stability and preclude safety hazards to on-site areas. The implementation of the Project would not increase the risk of landslides after a wildfire compared to existing conditions. Impacts would be less than significant.

Based on the foregoing analysis, the Project is not anticipated to expose people or structure to significant risks, including downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage change. Impacts would be less than significant.

C. Significance Before Mitigation

Less than significant.

D. Mitigation Measures

Mitigation is not required.

E. Significance After Mitigation

Less than significant.

4.16.6 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers potential wildfire impacts of the Project in conjunction with other development projects in the vicinity of the Project site as well as other projects within the City of Jurupa Valley.

The Project would be required to comply with the City's Emergency Operations Plan (EOP) during construction and operation. The implementation of the Project would not result in the substantial alteration of an existing roadway such that the Project would interfere directly or indirectly with the implementation of an adopted emergency response or emergency evacuation route. Thus, the Project would not result in a cumulative impact.

The Project would reduce fuel in the vacant area, and would reduce the potential for wildfires to spread to adjacent properties. As such, the Project would not result in a cumulative impact.

The Project would not result in the installation of infrastructure, and the proposed connections to existing infrastructure would not be anticipated to exacerbate fire risk or result in temporary or ongoing impacts to the environment. As such, the implementation of the Project would not result in a cumulative impact.

The potential hazards related to wildfire addressed under Threshold d are unique to the Project site and are inherently restricted to the specific property proposed for development. That is, issues including downslope or downstream flooding and landslides are specific to the Project site and are not influenced or exacerbated by off-site properties. Additionally, the Project site would not influence or exacerbate downslope or downstream flooding and landslides at other, off-site properties. Due to the site-specific nature of these potential hazards and the measures to address them, there would be no direct or indirect connection to similar potential issues or cumulative effect to or from other properties. The Project would not result in a cumulative impact.

5.0 OTHER CEQA CONSIDERATIONS

The CEQA Guidelines require that an EIR disclose the significant environmental effects of a project that cannot be avoided if the proposed project is implemented (CEQA Guidelines § 15126[b]). As thoroughly described in Subsections 4.1 through 4.16 of this EIR, the Project would result in a significant and unavoidable direct and cumulatively-considerable impact related to the topic of air quality and transportation and a cumulatively-considerable impact related to greenhouse gas emissions. All other Project-related impacts (direct, indirect, and/or cumulatively-considerable), to the environment would be reduced to below a level of significance due to mandatory compliance with applicable laws and regulations, and implementation of feasible mitigation measures that have a proportional nexus to the Project's impacts.

5.1 SIGNIFICANT EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

Table 5-1, *Significant Environmental Effects Which Cannot Be Avoided*, describes the significant and unavoidable impacts that would occur should the Project be implemented and after the application of regulatory requirements from applicable plans, policies, and programs (PPPs) and the application of feasible mitigation measures (MMs). Refer to the list of PPPs and MMs applied to the Project in Subsections 4.1 through 4.16 of this EIR, and further documented in the Project's Mitigation Monitoring Reporting Program (MMRP).

Table 5-1 Significant Environmental Effects Which Cannot Be Avoided

Topic	Type of Impact	Details of Impact
Air Quality, Subsection 4.2	Direct and Cumulatively Considerable Air Quality Management Plan Consistency Impacts	The Project would result in an inconsistency with the South Coast Air Quality Management District's (South Coast AQMD's) Air Quality Management Plan with regards to long-term operational impacts from NOx emissions. No feasible mitigation measures exist to reduce NO_X emissions.
	Direct and Cumulatively Considerable Air Quality Impacts	The Project would result in a considerable increase of NO_X emissions during long-term operations, and exceed the South Coast AQMD's daily emission thresholds.

Topic	Type of Impact	Details of Impact
		No feasible mitigation measures exist to reduce NO_X emissions.
Greenhouse Gas Emissions, Subsection 4.7	Cumulatively Considerable Greenhouse Gas Emissions Impact	The Project would result in greenhouse gas emissions that exceed the South Coast AQMD greenhouse gas emissions significance threshold. The Project would implement MM 4.7-1 through MM 4.7-2; however, these measures would not reduce the impact to less than significant.
Transportation, Subsection 4.13	Direct and Cumulatively Considerable Vehicle Miles Traveled Impacts	The Project would result in an increase in VMT that exceed the City's baseline VMT threshold. No feasible mitigation measures exist to reduce VMT.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

The State CEQA Guidelines require EIRs to address any significant irreversible environmental changes that would be involved with the proposed action should it be implemented (CEQA Guidelines § 15126.2[c]). An environmental change would fall into this category if: a) the project would involve a large commitment of non-renewable resources; b) the primary and secondary impacts of the project would generally commit future generations to similar uses; c) the project involves uses in which irreversible damage could result from any potential environmental accidents; or d) the proposed consumption of resources is not justified (e.g., the project results in the wasteful use of energy).

Determining whether the Project may result in significant irreversible environmental changes requires a determination of whether key non-renewable resources would be degraded or destroyed in such a way that there would be little possibility of restoring them.

Natural resources, in the form of construction materials and energy resources, would be used in the construction of the Project. The consumption of these natural resources would represent an irreversible change to the environment. However, the development of the Project site as proposed would have no measurable adverse effect on the availability of such resources, including resources that may be non-renewable (e.g., fossil fuels). Additionally, the Project is required by law to comply with the California Building Standards Code (CALGreen), which would minimize the Project's demand for energy, including energy produced from non-renewable sources. A more detailed discussion of energy consumption is provided in EIR Subsection 4.5, *Energy*.

Implementation of the Project would commit the Project site to industrial warehouse uses. As demonstrated in the analysis presented throughout EIR Section 4.0, *Environmental Analysis*, construction, and long-term operation of the Project would be compatible with the existing and planned land uses that surround the Project site and would not result in significant physical environmental effects to nearby properties. Although the Project would cause unavoidable impacts to the environment associated with air quality, greenhouse gas emissions, and transportation, these effects would not commit surrounding properties to land uses other than those that are present under existing conditions or planned by the City of Jurupa Valley General Plan. For this reason, the Project would not result in a significant, irreversible change to nearby, off-site properties.

Because no significant natural resources occur within the Project site, the Project would not reduce the availability of any natural resources associated with long-term operational activities. Also, as discussed under Subsection 4.5, *Energy*, the Project would not result in a wasteful consumption of energy. Accordingly, the Project would not result in a significant, irreversible change to the environment related to energy use.

EIR Subsection 4.8, *Hazards and Hazardous Materials*, provides an analysis of the Project's potential to transport or handle hazardous materials which, if released into the environment, could result in irreversible damage to the environment. As concluded in the analysis, compliance with federal, State, and local regulations related to hazardous materials would be required of all contractors working on the property during the Project's construction and of all users that occupy the Project's buildings. As such, construction and long-term operation of the Project would not have the potential to cause significant irreversible damage to the environment, including damage that may result from upset or accident conditions.

As demonstrated in the analysis presented throughout EIR Subsections 4.1 through 4.16, implementation of the Project would result in no significant and unavoidable environmental effects that cannot be feasibly reduced to below levels of significance, with the exception of significant and unavoidable impacts to air quality, greenhouse gas emissions, and transportation. After the application of feasible mitigation measures with a proportional nexus to the Project's impacts, the Project would cause or contribute less than significant impacts associated with all environmental issues analyzed, with the exception of direct and cumulatively-considerable impacts associated with air quality and transportation and cumulatively-considerable impacts associated with greenhouse gas emissions. Based on the foregoing, the Project would not result in significant irreversible environmental changes pursuant to CEQA Guidelines §15126.2(c).

5.3 GROWTH INDUCING IMPACTS

CEQA requires a discussion of the ways in which the Project could be growth-inducing. The State CEQA Guidelines identify a project as growth-inducing if it would foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment (CEQA Guidelines § 15126.2[d]). New employees and new residential populations

represent direct forms of growth. These direct forms of growth have a secondary effect of expanding the size of local markets and inducing additional economic activity in the area, placing additional demands on public services and infrastructure systems, and in the generation of a variety of environmental impacts, which are addressed in the other sections of this EIR.

The current Zoning Classification for the Project site is Manufacturing-Medium (M-M) to the north of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcels to the south and is designated as Light Industrial (LI) by the City's General Plan. Based on the City of Jurupa Valley General Plan EIR, approximately 1 employee is needed for every 1,200 sf of industrial development. (City of Jurupa Valley, 2017a) This would mean that approximately 1,083 employees (1,299,358 sf x [1 employee/1,200 sf] = ~279 employees) would be generated by the Project.

A project could indirectly induce growth at the local level by increasing the demand for additional goods, and services associated with an increase in population or employment and thus reducing or removing the barriers to growth. This typically occurs in suburban or rural environs where population growth results in increased demand for service and commodity markets responding to the new population of residents or employees. Economic growth would likely take place because of the Project's operation as a warehouse/distribution/warehouse facility and all other legally permitted uses. The Project's construction-related and operational-related employees would purchase goods and services in the region, but any secondary increase in employment associated with meeting these goods and services needs is expected to be marginal, accommodated by existing goods and service providers, and highly unlikely to result in any new physical impacts to the environment based on the amount of available warehouse/distribution facilities available in areas near the Project site, including the cities of Eastvale, Ontario, Chino, Fontana, and Norco. In addition, the Project would create jobs that likely would serve the housing units either already built or planned for development within Riverside County and/or the City of Jurupa Valley. Accordingly, the on-site employment generation would not induce substantial growth in the area because it is anticipated that the Project's future employees would already be living in the Jurupa Valley/Riverside County area.

As previously stated, the General Plan land use designation for the site is Light Industrial (LI). Land north of the Project site, and within the City of Jurupa Valley, is designated as LI and is currently developed with industrial buildings; land east of the Project site, and within the City of Jurupa Valley, is designated as LI Open Space-Recreation, and Public Facilities, and is developed with industrial buildings and residences; land to the south of the Project site, and within the City Jurupa Valley, is designated as LI, Medium Density Residential, and Commercial Retail and is developed with residences and open space; and, land to the west of the Project site, and within the City of Jurupa Valley is designated as Open Space – Conservation and is currently undeveloped. (City of Jurupa Valley, 2017a) As the Project vicinity is predominantly built-out, the development of the Project is unlikely to affect the existing uses within the surrounding properties. The Project is limited to the Project site's boundaries and does not include any components that would indirectly affect existing or planned uses on neighboring properties. Accordingly, the Project would not induce growth in the Project area.

The Project proposes a General Plan Amendment (GPA) which would amend the Land Use designation from "Light Industrial (LI)" to "Heavy Industrial (HI)". Currently, logistics uses within the City of Jurupa Valley is only allowed within the Mira Loma Warehouse and Distribution Center Overlay and Agua Mansa Warehouse and Distribution Center Overlay areas. The Project's proposed GPA No. 18003 would extend the boundary of Agua Mansa Warehouse and Distribution Center over the Project site to allow for logistics uses within the Project site. The development of the proposed logistics uses on the Project site would not reasonably or foreseeably cause the redevelopment of other properties or cause development on other properties.

Furthermore, the Project's potential influence on other nearby properties to redevelop at greater intensities and/or different uses than the City's General Plan and Zoning Code allow is speculative beyond the rule of reason; however, it should be noted that implementation of the Project would not result in the approval of logistics uses on any other property outside of the Project site. CEQA does not require the analysis of speculative effects (State CEQA Guidelines § 151454). If any other property owner were to propose redevelopment of a property in the Project vicinity or in any part of the City, the redevelopment project would require evaluation under CEQA based on its own merits, including an analysis of direct and cumulatively considerable effects.

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 significant 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 such as Southern California Association of Governments (SCAG). Significant growth impacts also could occur if a project provides infrastructure or service capacity to accommodate growth beyond the levels currently permitted by local or regional plans and policies. In general, growth induced by a project is considered a significant impact if it directly or indirectly affects the ability of agencies to provide needed public services, or if it can be demonstrated that the potential growth significantly affects the environment in some other way. Upon the approval of the GPA and Zone Change, the Project would be consistent with the existing General Plan land use designation and Zoning classification for the Project site. (City of Jurupa Valley, 2017a) Further, implementation of the Project would not require the expansion of water and sewer infrastructure, as the Project would connect to existing water and sewer lines within Rubidoux Boulevard and Primavera Avenue.

The Project site is located within a predominantly industrial portion of the City of Jurupa Valley and is bordered by industrial uses directly to the north and east. The operation and maintenance of the Project would generate approximately 1,083 jobs, but any potential growth-inducing impact of the employment of persons at the Project site was accounted for in the City's General Plan, as the Project would develop the Project site in compliance with the City's General Plan land use designation upon the approval of the GPA. Accordingly, the Project would not directly promote growth either at the Project site or at the adjacent and surrounding properties that were not accounted for in the City's General Plan.

In conclusion, it is unlikely, speculative, and not reasonably foreseeable that the Project would induce growth in the form of additional economic activity or employment that would result in measurable impacts on the off-site physical environment.

5.4 IMPACTS CONSIDERED LESS THAN SIGNIFICANT

Section 15128 of the State CEQA Guidelines states that "an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR". Based on review of the Project and supporting technical studies, it was determined that the following topical issues would result in no impact or less than significant impacts: Agricultural Resources, Mineral Resources, Population and Housing, Public Services, and Recreation.

5.0.1 AGRICULTURE

Threshold 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 nonagricultural use?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of agricultural resources.

B. Impact Analysis

The Project site does not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as mapped by the State Department of Conservation Farmland Mapping and Monitoring Program. Although the Project site is classified as "Farmland of Local Importance" by the State Department of Conservation Farmland Mapping and Monitoring Program, the Project site is disturbed by previous development and mining activities. Furthermore, the Project site is currently zoned as Manufacturing-Medium (M-M) to the north of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcels to the south, which would not support agricultural uses. As such, the Project has no potential to convert such lands to a non-agricultural use and no impact would occur.

Threshold b: ***Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of agricultural resources.

B. Impact Analysis

The Project site is zoned Manufacturing-Medium (M-M) to the north of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcels to the south, which allows for a variety of industrial uses. The LI zone is not considered a primary agricultural zone. As such, the Project would not conflict with existing zoning for agricultural use. Furthermore, as indicated on the Riverside County Map My County website, the Project site is not under a Williamson Act Contract. As such, there is no impact.

Threshold 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))?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of agriculture resources.

B. Impact Analysis

The Project site is zoned Manufacturing-Medium (M-M) to the north of the West Riverside Canal and Manufacturing-Service Commercial (M-SC) in the parcels to the south." The Project site does not contain any forest lands, timberland, or timberland zoned as Timberland Production, nor are any forest lands or timberlands located on or nearby the Project site. Because no lands on the Project site are zoned for forestland or timberland, the Project has no potential to impact such zoning. No impact would occur.

Threshold d: ***Would the Project result in the loss of forest land or conversion of forest land to non-forest use?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of agriculture resources.

B. Impact Analysis

The Project site and surrounding properties do not contain forest lands, are not zoned for forest lands, nor are they identified as containing forest resources by the General Plan. Because forest land is not present on the Project site or in the immediate vicinity of the Project site, the Project has no potential to result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impact would occur.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to agriculture.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of agricultural resources.

B. Impact Analysis

The Farmland Mapping and Monitoring Program classifies the Project site as Farmland of Local Importance. Farmland of Local Importance is either currently producing, or has the capability of production; but does not meet the criteria of Prime, Statewide or Unique Farmland. The General Plan Conservation and Open Space Element contains policies to encourage the continuation of land that is in active agricultural production.

The dominant plant community on the Project site consists of historically graded land that has been most recently grubbed/disced that has also been previously exposed to surface mining. Plant species recorded on site included stinknet (*Oncosiphon piluliferum*), castor bean (*Ricinus communis*), common fiddleneck (*Amsinckia menziesii*), cheeseweed (*Malva parviflora*), burclover (*Medicago polymorpha*),

black mustard (*Brassica nigra*), tocalote (*Centaurea melitensis*), red-stemmed filaree (*Erodium cicutarium*), white-stemmed filaree (*Erodium moschatum*), prickly lettuce (*Lactuca serriola*), Russian thistle (*Salsola tragus*), common knotweed (*Polygonum arenastrum*), annual sunflower (*Helianthus annuus*), and horehound (*Marrubium vulgare*). The majority of the Project Site is characterized as fallow field croplands which appear to be disked annually. In addition, the Project site is planned for industrial uses by the General Plan and this type of development has been anticipated for the Project site. Based on the analysis above, the Project would not result in conversion of Farmland to nonagricultural use and no impacts would occur.

5.0.2 POPULATION AND HOUSING

Threshold 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)?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to population and housing.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of population and housing.

B. Impact Analysis

The Project would not directly result in population growth because it does not propose any residential dwelling units. According to the General Plan Economic Sustainability Element: "The City is a net exporter of jobs, with more residents working outside the City than non-residents working inside the City." (City of Jurupa Valley, 2017a, p. 11-3). Thus, it is anticipated that new employees generated by the Project would be within commuting distance and would not generate needs for any housing. Typically, growth would be considered a significant impact pursuant to CEQA if it directly or indirectly affects the ability of agencies to provide needed public services and requires the expansion or new construction of public facilities and utilities. As discussed in Subsection 5.0.3, *Public Services*, the Project would not result in the need for new or expanded public facilities and services. Further, implementation of the Project would not require the expansion of utilities infrastructure, as the Project would connect to existing infrastructures lines. Therefore, impacts related to substantial unplanned population growth would be less than significant.

Threshold b:	***Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to population and housing.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of population and housing.

B. Impact Analysis

The Project site contains does not contain any residential units. Therefore, implementation of the Project would not displace a substantial number of existing housing, nor would it necessitate the construction of replacement housing elsewhere. As such, there is no impact.

5.0.3 PUBLIC SERVICES

Threshold 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: 1) Fire protection?; 2) Police protection?; 3) Schools?; 4) Parks?; or 5) Other public facilities?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

The following apply to the Project and would reduce impacts relating to fire protection. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.0-1 The Project applicant shall comply with all applicable Riverside County Fire Department codes, ordinances, and standard conditions regarding fire prevention and suppression measures relating to water improvement plans, fire hydrants, automatic fire extinguishing systems, fire access, access gates, combustible construction, water availability, and fire sprinkler systems.

PPP 5.0-2 As required by Municipal Code Chapter 3.75, the Project is required to pay a Development Impact Fee that the City can use to improve public facilities and/or, to offset the incremental increase in the demand for public services that would be created by the Project.

PPP 5.0-3 Prior to the issuance of building permits, the Project Applicant shall pay required development impact fees to the Jurupa Unified School District following protocol for impact fee collection.

PPP 5.0-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of public services.

B. Impact Analysis

Fire Protection

The Riverside County Fire Department provides fire protection services to the Project site. The nearest fire station is the Rubidoux Fire Station 38, located approximately 1.6 roadway miles from the Project site at 5721 Mission Boulevard, Jurupa Valley, CA 92509.

Development of the Project would impact fire protection services by placing an additional demand on existing fire protection resources. To offset the increased demand for fire protection services, the Project would be conditioned by the City to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes.

The Project would be required to comply with the provisions of Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee to assist the City in providing for fire protection services. Payment of the Development Impact Fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

In addition, as required by the City's Inter-Agency Project Review Request process, the Project plans were routed to the Fire Department for review and comment on the impacts to providing fire protection services. The Fire Department did not indicate that the Project would result in the need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times or other performance objectives.

Based on the above analysis, with implementation of PPP 5.0-1 and PPP 5.0-2, impacts related to fire protection are less than significant.

Police Protection

The Riverside County Sheriff's Department provides community policing to the Project site via the Jurupa Valley Station located at 7477 Mission Boulevard, Jurupa Valley, CA. The Project would be required to comply with the provisions of Municipal Code Chapter 3.75 which requires payment of the Development Impact Fee to assist the City in providing for public services, including police protection services. Payment of the Development Impact Fee would ensure that the Project provides its fair share of funds for additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project.

Consistent with General Plan Policy CSSF 2.1-2, the Project plans were routed to the Sheriff's Department for review and comment to increase public safety and maintain close coordination with the Sheriff's Department and law enforcement programs. The Sheriff's Department did not indicate that the Project would result in the need for new or physically altered sheriff facilities in order to maintain acceptable service ratios, response times or other performance objectives. Based on the above analysis, with implementation of PPP 5.0-2, impacts related to police protection are less than significant.

Schools

The Project does not propose any housing and would not directly create additional students to be served by the Jurupa Unified School District. However, the Project would be required to contribute fees to the Jurupa Unified School District in accordance with the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50). Pursuant to Senate Bill 50, payment of school impact fees constitutes complete mitigation under CEQA for Project-related impacts to school services.

Based on the above analysis, with implementation of PPP 5.0-3, impacts related to schools are less than significant.

Parks

The Project proposes two (2) industrial buildings totaling 1,299,358 s.f. which will not create a direct additional need for parkland. The payment of development impact fees will reduce any indirect Project impacts related to parks.

Based on the above analysis, with implementation of PPP 5.0-4, impacts related to parks would be less than significant.

Other Services

Development of the Project would not result in a direct increase in the population of the Project area and would not increase the demand for public services, including public health services and library services which would require the construction of new or expanded public facilities. The Project would be required to comply with the provisions of the City's Development Impact Fee Ordinance, which requires a fee payment to assist the City in providing public services.

Payment of the Development Impact Fee would ensure that the Project provides fair share of funds for additional public services. These funds may be applied to the acquisition and/or construction of public services and/or equipment.

Based on the above analysis, with implementation of PPP 5.0-2 above, impacts related to parks would be less than significant.

5.0.4 RECREATION

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

The following applies to the Project and would reduce impacts relating to other public facilities. These measures will be included in the Project's Mitigation Monitoring and Reporting Program to ensure compliance:

PPP 5.0-4 Prior to the issuance of a building permit, the Project Applicant shall pay required park development impact fees to the Jurupa Area Recreation and Park District pursuant to District Ordinance No. 01-2007 and 02-2008.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of public services.

B. Impact Analysis

The Project would not cause a substantial physical deterioration of any park facilities or would accelerate the physical deterioration of any park facilities because the Project does not propose residential dwelling units which would increase the population that would use parks. The payment of Development Impact Fees will reduce any indirect Project impacts related to recreational facilities.

Based on the above analysis, with implementation of PPP 5.0-4, impacts related to recreational facilities would be less than significant.

Threshold 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?***

A. Plans, Policies, Programs (PPPs) and Project Design Features (PDFs)

1. Plans, Policies, Programs (PPPs)

No PPPs are applicable to the Project related to this issue.

2. Project Design Features (PDFs)

The are no PDFs applicable to the Project related to the topic of public services.

B. Impact Analysis

As stated above, the Project does not propose any recreational facilities or require the construction or expansion of recreational facilities which might have an adverse effect on the environment. In addition, no offsite parks or recreational improvements are proposed or required as part of the Project.

Based on the above analysis, impacts related to parks and recreational facilities would be less than significant.

6.0 ALTERNATIVES

6.1 INTRODUCTION

CEQA Guidelines §15126.6(a) describes the scope of analysis that is required when evaluating alternatives to proposed projects, as follows:

> *"An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."*

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the Project would result in significant adverse environmental effects associated with air quality, greenhouse gas (GHG) emissions, and transportation that cannot be mitigated to below levels of significance after the implementation of feasible mitigation measures. The Project's significant and unavoidable impacts are summarized below in Subsection 6.1.2.

6.1.1 PROJECT OBJECTIVES

The underlying purpose of the Project is to develop a vacant, undeveloped, and under-utilized property with industrial buildings that will serve the local market demand for industrial building space. The following is a list of specific objectives that the Project is intended to achieve:

A. To efficiently develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG, 2020).

B. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to or near already-established industrial uses.

C. To make efficient use of a property in Jurupa Valley by maximizing its buildout potential for employment-generating uses.

D. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.

E. To develop industrial buildings with loading bays in close proximity to the SR-60, I-215, and I-10 freeways that can be used as part of the southern California goods movement network.

F. To develop a vacant property that has access to available infrastructure, including roads and utilities.

G. To attract new businesses to the City of Jurupa Valley and thereby provide a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.

6.1.2 SUMMARY OF THE PROPOSED PROJECT'S SIGNIFICANT IMPACTS

As discussed in Draft EIR Section 4.0, *Environmental Analysis*, the proposed Project would result in significant adverse environmental effects that cannot be mitigated to below levels of significance after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures. The unavoidable significant impacts are as follows:

Air Quality, Significant Direct and Cumulatively Considerable Impact: The Project's operational emissions of NO_X would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of NO_X and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. Because the Project would exceed South Coast AQMD emissions thresholds it would conflict with Consistency Criterion No. 1 of the Air Quality Management Plan (AQMP), which states that the project under consideration 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. No feasible mitigation measures exist that would reduce the Project's NO_X emissions to levels that are less than significant.

GHG Emissions Generation, Significant Direct and Cumulatively Considerable Impact: Project-related GHG emissions totaling 15,702.57 $MTCO_2e$/yr would exceed the applicable South Coast AQMD GHG emission significance threshold of 3,000 $MTCO_2e$/yr and would result in a cumulatively-considerable impact to the environment. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

Transportation, Significant Direct and Cumulatively Considerable Impact: The base Project generated VMT per employee is 18.39 or 8.56% greater than the City's significance threshold of 16.94 VMT per employee and the cumulative Project generated VMT per employee is 19.22 or 13.66% greater the City's threshold of 16.91 VMT per employee. Therefore, Project-generated VMT would exceed the City's baseline VMT threshold and would result in a cumulatively-considerable impact to the

environment. No feasible mitigation measures exist that would reduce the Project's VMT to levels that are less than significant.

6.2 ALTERNATIVES UNDER CONSIDERATION

CEQA Guidelines §15126.6(e) requires that an alternative be included that describes what would reasonably be expected to occur on the property in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services (i.e., "no project" alternative). For development projects that include a revision to an existing land use plan, the "no project" alternative is considered to be the continuation of the existing land use plan into the future. For projects other than a land use plan (for example, a development project on an identifiable property such as the proposed Project evaluated herein), the "no project" alternative is considered to be a circumstance under which the proposed Project does not proceed (CEQA Guidelines § 15126.6(e)(3)(A-B). For the alternatives' analysis in this Draft EIR, the "No Project/No Development Alternative" was considered and the "No Project/Existing General Plan and Zoning Alternative" was rejected for the reasons described in Section 6.3.2.

6.2.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 81.3-acre Project Site would continue to consist of undeveloped, vacant land, a vacant church with parking lot, and mining site. Under this Alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the Project with an alternative that would leave the Project site undeveloped in its existing condition.

6.2.2 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in building square footage, in order to reduce vehicle and truck trips and significant impacts associated with air quality, GHG, and VMT. Under this alternative, a total of 1,039,486 s.f. of industrial uses would be constructed, resulting in a reduction of 259,872 s.f. from Building 1. Building 2 would remain the same as the Project. Although Building 1 would be reduced, the development impact area would generally remain the same as the Project. This alternative would generate approximately 1,009 employees using an employment generation rate of 1 employee per 1,030 square feet for Light Industrial uses. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

6.3 ALTERNATIVES CONSIDERED AND REJECTED

An EIR is required to identify any alternatives that were considered by the City but were rejected as infeasible. Factors described by CEQA Guidelines § 15126.6 in determining whether to exclude alternatives from detailed consideration in the EIR include: a) failure to meet most of the basic project

objectives, b) infeasibility, or c) inability to avoid significant environmental impacts. With respect to the feasibility of potential alternatives to the proposed Project, CEQA Guidelines § 15126.6(f)(1) notes:

> *"Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries…and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site…"*

In determining an appropriate range of alternatives to be evaluated in this EIR, a number of possible alternatives were initially considered and, for a variety of reasons, rejected. Alternatives were rejected because either: 1) they could not accomplish the basic objectives of the Project, 2) they would not have resulted in a reduction of significant adverse environmental impacts, or 3) they were considered infeasible to construct or operate. A summary of the alternatives that were considered but rejected are described below.

6.3.1 ALTERNATIVE SITES

The City considered but rejected an alternative that would develop the Project on an alternative site. In making the decision to include or exclude analysis of an alternative site, the *"key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR"* (CEQA Guidelines §15126.6[f][2)].

The Project proposes to develop an approximately 81.3-acre site within the City with two industrial buildings totaling 1,299,358 s.f. Due to the size of the Project, significant and unavoidable impacts under the topics of air quality (operational NO_X emissions), GHG emissions, and VMT would not be avoided or substantially reduced by placing the Project in another location. Additionally, significant unavoidable impacts of the Project are related to its operational aspects and are not site specific, therefore, relocation of the Project would not substantially reduce these impacts.

Regarding the feasibility of finding another potential vacant location for the Project, land located south of the Project site is currently vacant. However, because this land is located closer to sensitive land uses (the residences located east of the vacant land), this location could potentially have greater Project impacts. Similarly, there are no existing, developed sites for sale that are a similar size as the Project site within close proximity to the key freeway infrastructure (i.e. SR-60) and that could reasonably be controlled by the Project Applicant for the purpose of developing the Project. Furthermore, the Project Applicant does not hold ownership control over any other parcels of land in or near the Project site that could be used as an alternative location for the proposed Project. Therefore, because an alternative location is not available that would avoid or substantially lessen the significant environmental effects of the Project, and because the Project Applicant does not have ownership control over, and cannot

reasonably obtain ownership control over, any other parcels of land in the jurisdiction of the City that could accommodate the Project, an alternative location alternative is not feasible. Accordingly, this alternative is not further considered in the Draft EIR.

6.3.2 NO PROJECT/EXISTING GENERAL PLAN AND ZONING ALTERNATIVE

The No Project/Existing General Plan and Zoning Alternative would consider the development of the Project site with a use that conforms to the existing land use and zoning standards for the Project site, specifically the Light Industrial land use and the Manufacturing-Medium and Manufacturing-Service Commercial zones. However, other land uses allowed within the existing general plan and zoning land uses, such as manufacturing, would result in a substantial increase in vehicle and truck-related trips. Under the current plan, the Project generates 2,874 daily, 180 a.m. peak hour, and 232 p.m. peak hour trips. Assuming all manufacturing uses for the proposed buildings, the No Project/Existing General Plan and Zoning Alternative would generate 4,014 daily trips, including 806 a.m. peak hour, and 871 p.m. peak hour trips,[1] resulting in an increase of 1,140 daily, 626 a.m. peak hour, and 639 p.m. peak hour trips compared to the Project. The increase in trips would result in an increase in significant unavoidable impacts associated with air quality, greenhouse gas emissions, and vehicle miles traveled. Therefore, this alternative was rejected from further consideration in the Draft EIR since implementation would increase the Project's environmental impacts.

6.3.3 BUSINESS/ RESEARCH AND DEVELOPMENT OFFICE USE ALTERNATIVE

The City considered an alternative that would develop general office uses at the Project site. The Office Use Alternative would consider the development of one or more professional office buildings at the Project site, which would contain individual office suites occupied by a range of professional tenants. The remaining areas of the Project site would be developed with parking areas, drive aisles, driveway(s), lighting, utility connections, stormwater treatment and conveyance facilities, and landscaped areas. Under the Office Use Alternative, vehicular access to the site would be similar to that which is proposed by the Project. Offices are a permitted use within the M-M Zone pursuant to Section 9.150.020 of the City's Municipal Code.

This alternative was rejected from further consideration since implementation would increase the Project's environmental impacts (e.g., air quality, GHG emissions, and vehicle miles traveled) due to increased generation of trips. A 1,299,358 s.f. office building would generate 12,656 trips, an increase of 9,782 daily trips over the Project.[2] Therefore, this alternative would not substantially lessen or eliminate the Project's significant and avoidable air quality, GHG emission, and VMT impacts.

[1] Calculations are based on Trip Generation from the 10th Edition, Institute of Transportation Engineers (ITE), Manufacturing (Code 140). The resulting trips were converted to trucks and passenger vehicles based on the vehicle mix from the City of Fontana's Truck Trip Generation Study (August 2003). As such, 78.6% of project traffic will be passenger vehicles and 21.4% of project traffic will be trucks. The resulting trip generation for manufacturing uses per thousand s.f. would be 3.089 daily trips, 0.620 a.m. peak hour trips, and 0.670 p.m. peak hour trips.

[2] Based on Trip Generation from the 10th Edition, Institute of Transportation Engineers (ITE), general office (Code 710) would generate 9.74 daily trips per thousand s.f.

Additionally, this alternative would fail to achieve the majority of the Project objectives. Specifically, the Office Use Alternative would not develop an industrial use (Objectives A, B, and D) within the City and within proximity to key freeway infrastructure (Objective E). Furthermore, no entity has been identified that could purchase the property for office uses. Accordingly, this alternative was considered but rejected.

6.4 ANALYSIS OF ALTERNATIVES

The City has identified the following alternatives as a range of reasonable alternatives to the Project in accordance with CEQA Guidelines §15126.6. These alternatives are described in more detail and evaluated for their level of environmental effects, compared to the Project's environmental effects.

The following discussion compares the impacts of each alternative considered by the City with the impacts of the Project, as detailed in Section 4.0, *Environmental Analysis*, of this EIR. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), CEQA Guidelines §15126.6(d) requires that the discussion of alternatives focus on alternatives which are capable of avoiding or substantially lessening the significant effects of the Project. Therefore, the analysis provided herein focuses on a comparison of the Project's significant impacts to the level of impact that would occur under each evaluated alternative. The Project's significant and unavoidable impacts fall under the topics of air quality (operational NO_X emissions), GHG emissions, and VMT. Although the Project's less-than-significant impacts also are compared to the alternatives evaluated herein, the emphasis of the comparative discussion in this analysis relates to the significant impacts of the Project that require mitigation as required by CEQA. A conclusion is provided for each significant impact of the Project as to whether the alternative results in one of the following: (1) reduction or elimination of the Project's impact, (2) a greater impact than would occur under the Project, (3) the same impact as the proposed Project, or (4) a new impact in addition to the Project's impacts.

Table 6-1, *Comparison of Alternatives to the Project*, at the end of this Section compares the significant impacts of the Project with the level of impact that would be caused by the alternatives evaluated herein and identifies the ability of each alternative to meet the fundamental purpose and basic objectives of the Project, listed above under 6.1.1, *Project Objectives*.

6.4.1 NO PROJECT/NO DEVELOPMENT ALTERNATIVE

The No Project/No Development Alternative considers no development on the Project site beyond what occurs on the site under existing conditions (as described in EIR Section 3.0). As such, the approximately 81.3-acre Project Site would continue to consist of undeveloped land. Under this alternative, no improvements would be made to the Project site and none of the Project's internal parking, utility, and other infrastructure improvements would occur. This alternative was selected by the City to compare the environmental effects of the proposed Project with an alternative that would leave the Project site undeveloped in its general existing conditions.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The site is predominately vacant and undeveloped with the exception of one structure and parking lot on the northeastern portion of the Project site. Under the No Project/No Development Alternative, the visual character and quality of the site would be maintained in its existing condition. No structures would be introduced on the Project site under this alternative, including the proposed industrial buildings, lighting, or landscaping. Accordingly, although the Project would result in less than significant impacts associated with aesthetics, the No Project/No Development Alternative would result in no impacts.

B. Air Quality

The No Project/No Development Alternative would avoid the introduction of new potential sources of short-term (construction) and long-term (operational) air pollutant emissions that would occur during the implementation of the Project. Accordingly, all of the Project's short- and long-term air quality impacts would be avoided under this alternative because no construction and operational activities would occur at the Project site. No impacts associated with air quality would occur under this alternative; therefore, this alternative would eliminate the Project's significant and unavoidable air quality impacts.

Although selection of the No Project/No Development Alternative would avoid the implementation of the Project, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for this use in the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the Project's air pollutant emissions and significant and unavoidable air quality impacts to another location in the South Coast Air Basin (SCAB) resulting in the same or greater environmental effects to air quality.

C. Biological Resources

The No Project/No Development Alternative would leave the property in its existing condition. Under this alternative, impacts would be less than the Project because the property would not be disturbed compared to the permanent disturbance that would occur as the result of the Project's proposed development. Accordingly, although the Project would result in less than significant impacts associated with biological resources, the No Project/No Development Alternative would eliminate the Project's potential impacts to special-status wildlife species, including burrowing owl, and nesting migratory birds, and no mitigation would be required.

D. Cultural Resources

No known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. Based upon the unobstructed ground surface and areas of exposed excavations associated with the prior mining operations, there

does not appear to be any potential to encounter archaeological deposits within the Project site. Accordingly, although the Project would result in less than significant impacts associated with cultural resources, this alternative would have no impact related to cultural resources.

E. Energy

Under the No Project/No Development Alternative, the Project site would remain vacant and undeveloped; therefore, the site would not require any additional near-term or long-term energy resources. Accordingly, although the Project would result in less than significant impacts associated with energy, the No Project/No Development Alternative would have no impact related to energy use.

F. Geology and Soils

The No Project/No Development Alternative would result in no grading of the property; therefore, no impacts to geology or soils would occur. No known paleontological resources were identified as occurring within the Project site under existing conditions. However, the older Pleistocene sediments underlying the majority of the site are accorded a "High (High A)" paleontological sensitivity. The No Project/No Development Alternative would avoid potential impacts associated with unearthing previously undiscovered paleontological resources during the Project's grading operations; therefore, this alternative has no potential to impact subsurface resources that may exist in undisturbed soils beneath the ground surface. Accordingly, this alternative would eliminate the Project's potential paleontological resource impacts and no mitigation would be required.

G. Greenhouse Gas Emissions

Under the No Project/No Development Alternative, no development would occur on the Project Site; therefore, there would be no potential sources of near-term or long-term GHG emissions. Selection of this alternative would eliminate all of the Project's near- and long-term effects associated with GHG emissions and no impacts associated with GHG emissions would occur under this alternative.

Although selection of the No Project/No Development Alternative would prevent the Project Site from new development, it would not necessarily prevent the Project or another project of its nature from being developed in another location in response to the demand for an industrial use within the region. As such, it is possible that selection of the No Project/No Development Alternative would merely displace the Project's GHG emissions to another location in the SCAB resulting in the same or greater environmental effects related to GHG emissions.

H. Hazards and Hazardous Materials

Because no development would occur under the No Project/No Development Alternative, no impacts related to hazards or hazardous materials would occur. Project impacts were determined to be less than significant related to hazards and hazardous materials, including those associated with the routine transportation, storage, and use of common household chemicals during the operation of the Project.

Similarly, this alternative would have no hazardous materials impacts and no mitigation would be required.

I. Hydrology and Water Quality

The No Project/No Development Alternative would result in no grading or development of the property; therefore, no impacts to hydrology or water quality would occur. However, no drainage improvements or water quality features would be installed and runoff would continue to flow south across the site to the drain channel as it does under existing conditions. Additionally, development of the Project would increase impervious surface coverage on the Project site, which would, in turn, reduce the amount of water percolating down into the groundwater sub-basin that underlies the Project site. Therefore, water quality impacts, including erosion and sedimentation, would be greater under this alternative because the site would not receive the benefits from the stormwater drainage and water quality filtration features that would be constructed by the Project. Accordingly, this alternative would result in greater impacts associated with hydrology and water quality when compared to the Project.

J. Land Use and Planning

The No Project/No Development Alternative would not result in any new development that would indirectly result in environmental impacts due to a conflict with an existing land use plan. However, this alternative would not help to implement the land uses assumed in the General Plan and would not help to meet substantial and unmet regional demands for this type of building space consistent with Southern California Association of Governments' *Connect SoCal*. Therefore, implementation of this alternative would result in less than significant impacts related to land use and planning and similar impacts as the Project.

K. Mineral Resources

The Project site is not designated as a mineral resource recovery site by the City's General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. However, the northern portion of the Project site was previously used for mining of decomposed granite. The closure and reclamation plan for the mine is part of the Project. The Project will result in re-compaction of the site to commercial standards that will facilitate the Project. The No Project/No Development Alternative would leave the Project site in its existing condition; no closure of the mine would occur. As such, implementation of this alternative would have no impacts related to mineral resources

L. Noise

Because no development would occur on the Project site under this alternative, no new sources of stationary noise and no new traffic trips would be generated; therefore, the No Project/No Development Alternative would not contribute to the less than significant incremental increase in area-wide noise levels that would occur under the Project. Although the Project would result in less than significant

impacts, this alternative would eliminate construction and operational noise impacts, and result in no impact.

M. Transportation

Under the No Project/No Development Alternative, no new development would occur on the Project site and no traffic would be generated at the Project site. Therefore, this alternative would have no impacts related to vehicle miles traveled. The No Project/No Development Alternative would eliminate significant and unavoidable transportation impacts and no impacts would occur.

N. Tribal Cultural Resources

Based upon the unobstructed ground surface and areas of exposed excavations associated with the prior mining operations, there is a low potential to encounter tribal cultural resources within the Project site. However, there is potential that resources could be encountered during ground-disturbing construction activities in native soils. The No Project/No Development Alternative would leave the Project site in its existing condition; no additional grading or disturbance of native soil would occur. As such, this alternative would not result in impacts to undiscovered tribal cultural resources. Accordingly, implementation of this alternative would have no impacts related to tribal cultural resources.

O. Utilities and Service Systems

The Project site does not generate any need for utilities under the existing condition, including domestic water, wastewater treatment, or solid waste disposal; therefore, the implementation of this alternative would avoid the increases in the demand for utility services that would be generated by the Project. Although the Project would have less than significant impacts, implementation of this alternative would result in no impacts associated with utilities and service systems.

P. Wildfire

The Project site is designated within a High Fire Hazard Severity Zone within a State Responsibility Area (SRA) by the City of Jurupa Valley General Plan and CalFire. The Project would not require the installation of infrastructure and would connect to existing roads, water sources, and power lines. Additionally, the Project would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. The No Project/No Development Alternative would leave the Project Site in its existing condition; no changes to internal or offsite circulation or traffic volumes would occur, and emergency response or evacuation plans would not be impaired during a construction period. Therefore, the No Project/No Development Alternative would not replace on-site combustible vegetation within a High Fire Hazard Severity Zone with buildings, parking areas, and irrigated landscaping, which reduce potential fire hazards. Although the Project would have less than significant impacts, implementation of this alternative would result in greater impacts associated with wildfire.

Q. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The No Project/No Development Alternative would result in no physical environmental impacts to the Project site. All significant and unavoidable impacts of the Project would be eliminated or lessened by the selection of the No Project/No Development Alternative. However, this alternative would not receive benefit from the stormwater drainage and water quality filtration features that would be constructed by the Project and would result in increased wildfire related impacts. Impacts related to land use and planning would be similar to the proposed Project.

2. Attainment of Project Objectives

The No Project/No Development Alternative would fail to meet all of the Project's objectives, as described in Subsection 6.1.1.

6.4.2 REDUCED INTENSITY ALTERNATIVE

The Reduced Intensity Alternative would consider the development of the Project site with a 20 percent reduction in building square footage, in order to reduce vehicle and truck trips and impacts associated with air quality, GHG, and VMT. Under this alternative, a total of 1,039,486 s.f. of industrial uses would be constructed, resulting in a reduction of 259,872 s.f. from Building 1. Building 2 would remain the same as the Project. Although the size of Building 1 and building footprint would be reduced, the development impact area would generally remain the same as the Project due to required landscaping, parking, and associated improvements. This alternative would generate approximately 1,009 employees using an employment generation rate of 1 employee per 1,030 square feet for Light Industrial uses. Access to the site would be similar to the Project with a proportional reduction in the number of parking spaces.

A. Aesthetics

The Project site does not contain any unique aesthetic resources, nor does it serve as a prominent scenic vista. The Reduced Intensity Alternative would have the same development area as the Project. The existing vacant and undeveloped site would be replaced with two buildings totaling 1,039,486 s.f. at the same height as the Project. This alternative would also include design features similar to the Project to create an aesthetically pleasing building and site design. Similar to the Project, this alternative would be designed in a contemporary architectural style that features a mixture of light gray and light blue colors. This alternative would include 8-foot high metal fencing along the northwest property line of the Building 2 site, and at the southern edge of the truck trailer court for Building 2 and 14-foot tall concrete screen walls around the truck docking court to the southeast of Building 1, and along the outside edges of the truck court and passenger vehicle parking areas to the northwest of Building 1. Landscaping would include a variety of trees, shrubs, vines, and accent plants along the site's perimeter. Accordingly, implementation of the Reduced Intensity Alternative would result in the same impacts as compared to the Project and would be less than significant.

B. Air Quality

The Reduced Intensity Alternative would have a reduced amount of building square footage. Therefore, implementation of the Reduced Intensity Alternative would result in the less impacts from construction-related air quality that would occur from implementation of the Project.
The Project's operational emissions of NO_X would exceed the applicable South Coast AQMD regional thresholds for operational-source emissions of NO_X and would therefore contribute to the violation of an air quality standard and result in a cumulatively considerable net increase of an ozone precursor. No feasible mitigation measures exist that would reduce the Project's NO_X emissions to levels that are less than significant.

Additionally, the Reduced Intensity Alternative would reduce the number of vehicle trips and associated VMT by 20 percent, which is calculated based on square footage. After mitigation measures, the Project would generate a maximum of 93.95 pounds per day of NO_X during summer and 97.60 during winter pounds per day of NO_X. Under the Reduced Intensity Alternative, the volume of NO_X emissions would be reduced to approximately 75.16 and 78.08 per day of NO_X, respectively. The South Coast AQMD threshold for NOx is 55. Therefore, this alternative would not reduce the Project's operational air quality emissions to a less than significant level and a significant unavoidable air quality impact would remain.

C. Biological Resources

The Reduced Intensity Alternative would continue to cover the same impact area as the Project site. Impacts to sensitive wildlife species and nesting migratory birds would continue to occur and mitigation measures would be implemented to reduce impacts to such resources to a less than significant level. Therefore, impacts would be similar compared to the Project.

D. Cultural Resources

The Reduced Intensity Alternative would have the same impact area and no known historic resources, archaeological resources, cultural resources, or human remains were identified as occurring within the Project site under existing conditions. Based upon the unobstructed ground surface and areas of exposed excavations associated with the prior mining operations, there does not appear to be any potential to encounter archaeological deposits within the Project. Therefore, impacts to cultural resources from the Reduced Intensity Alternative would be similar to those associated with the Project.

E. Energy

Under the Reduced Intensity Alternative, the total building square footage would be reduced and building energy demand would also be reduced by approximately 20 percent due to a proportional decrease in building energy consumption and fuel from the reduction in vehicle trips. Additionally, the reduction in vehicle trips associated with this alternative would reduce fuel consumption. Construction and operational activities associated with this alternative would have reduced energy demand compared to the Project. Impacts would remain less than significant.

F. Geology and Soils

Grading and development of the Project site would still occur under the Reduced Intensity Alternative, and therefore, impacts to geology and soils would be similar to those that would be generated from the Project. This alternative would result in a similar potential to impact undiscovered paleontological resources during grading, as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts to paleontological resources from the Reduced Intensity Alternative would be similar to those associated with the Project.

G. Greenhouse Gas Emissions

The Reduced Intensity Alternative would have a reduced amount of building square footage. Therefore, implementation of the Reduced Intensity Alternative would result in fewer impacts from construction-related GHG emissions that would occur from implementation of the Project.

As previously discussed, Project-related GHG emissions would exceed the applicable South Coast AQMD significance threshold for GHG emissions and would result in a cumulatively-considerable impact. No feasible mitigation measures exist that would reduce the Project's GHG emissions to levels that are less than significant.

Additionally, the Reduced Intensity Alternative would also decrease vehicle trips by 20 percent, which is calculated based on square footage. The Project would result in a net increase of 15,702.57 MTCO2e per year, which would be reduced by approximately 20 percent to 12,562.06 MTCO2e per year under the Reduced Intensity Alternative. This alternative would still result in significant and unavoidable GHG impacts, since it would exceed the threshold of 3,000 MTCO2e per year. Therefore, GHG emissions impacts would remain significant and unavoidable, but slightly reduced compared to the Project.

H. Hazards and Hazardous Materials

The Reduced Intensity Alternative would develop the Project site for the same uses, and therefore the same type of hazardous materials typically used for construction and operation of the Project would be used under the Reduced Intensity Alternative. Similarly, the use and storage of hazardous materials would be regulated by the same federal, state, and local laws and permitting requirements as would occur with the Project. There were no identified contaminated soils on the Project site, therefore construction activities would not involve the transport of contaminated soils, similar to the Project. Similar to the Project, this alternative would result in less than significant impacts related to hazards and hazardous materials.

I. Hydrology and Water Quality

The Reduced Intensity Alternative would reduce the total building square footage; however, the area of impervious surfaces would be similar compared to the Project. Therefore, this alternative would result in similar runoff and potential for impacts to drainage, erosion, and water quality. Like the

Project, this alternative would introduce new sources of water pollutants from construction and operation activities. Additionally, this alternative would be required to include storm drain facility improvements, LID, source control, site design, and treatment control BMPs. Therefore, the Reduced Intensity Alternative would result in similar impacts to hydrology and water quality as the Project and would be less than significant.

J. Land Use and Planning

The Reduced Intensity Alternative would require a general plan amendment and zone change to implement the development similar to the Project. This alternative would have the same type of consistency with the SCAG SCS/RTP policies, the City's General Plan and Municipal Code. Therefore, the Reduced Intensity Alternative would result in a less than significant impact related to land use and planning and reduced compared to the Project.

K. Mineral Resources

The Project site is not designated as a mineral resource recovery site by the City's General Plan and does not contain any known mineral resources that would be of value to the region or the residents of the State. Therefore, development of the Project would result in less than significant impacts to mineral resources. Similarly, the Reduced Intensity Alternative would have the same impact area and implementation of this alternative would have less than significant impacts related to mineral resources as the Project. Therefore, the Reduced Intensity Alternative would have similar impacts as the Project.

L. Noise

Construction and operation noise impacts would be reduced under the Reduced Intensity Alternative because this alternative would decrease the development area by 259,872 s.f., Although construction of this alternative would generate the same peak noise volumes and similar type and volume of construction noise as the Project, the length of time of construction and the associated noise would be marginally shorter. Operational noise would also be reduced under this alternative as traffic-generated and stationary noise sources would decrease in relation to the reduction in industrial warehousing square footage. Noise impacts from the Reduced Intensity Alternative would be the less than significant and reduced compared to the Project.

M. Transportation

Construction and operation-related vehicle truck trips would be reduced under the Reduced Intensity Alternative and would decrease by approximately 20 percent. Trip generation is based on land uses and its associated square footage. This would result in a corresponding decrease in overall VMT and proportional decrease in employees. Therefore, the resulting VMT per employee would be similar to the Project since it is based on Project generated VMT divided by number of employees. As a result, the Reduced Intensity Alternative would continue to exceed the City's baseline VMT threshold and impacts would remain significant and unavoidable, but slightly reduced compared to the Project.

N. Tribal Cultural Resources

The Reduced Intensity Alternative would result in a similar potential to adversely affect any tribal cultural resources on the Project site as the Project. However, like the Project, mitigation measures would be required to reduce potential impacts to less than significant. Therefore, impacts that could occur by the Reduced Intensity Alternative would be similar to those associated with the Project.

O. Utilities and Service Systems

The Reduced Intensity Alternative would reduce the total building square footage by 259,872 s.f., This would reduce the number of employees on the Project site and the demand for utilities and service systems. The water and wastewater generation rates are based on the number of employees and square footage. Therefore, the demand for regional water supplies and generation of wastewater would be approximately 20 percent less than the Project. Thus, the impacts related to water supplies and wastewater would be less than the less than significant impacts that would occur from implementation of the proposed Project. Similarly, solid waste generation would be less than the Project and require less landfill capacity. Therefore, impacts to utilities and service system would be less under this alternative than the less than significant impacts that would occur from implementation of the Project.

P. Wildfire

The Project site is designated within a High Fire Hazard Severity Zone within an SRA by the City of Jurupa Valley General Plan and CalFire. The Project would not require the installation of infrastructure and would connect to existing roads, water sources, and power lines. Additionally, the Project would not result in the modification to existing slopes in a way that would exacerbate fire risk or increase flooding or landslides, and would not exacerbate pollution from wildfires. The Reduced Intensity Alternative would develop the Project site for the same uses and grading and development of the Project site would still occur. Therefore, impacts to wildfire would be the same and less than significant.

Q. Conclusion

1. Avoid or Substantially Lessen the Significant Impacts of the Project

The Reduced Intensity Alternative would result in reduced impacts related to air quality, energy, greenhouse gas emissions, noise, and utilities and service systems due to the reduction in square footage and associated vehicular trips. However, significant and unavoidable impacts related to air quality, greenhouse gas emissions, and transportation would continue to occur from implementation of this alternative. Impacts related to aesthetics, biological resources, cultural resources, geology and soils, hazardous and hazardous materials, hydrology and water quality, land use and planning, mineral resources, and tribal cultural resources would be similar to the Project.

2. Attainment of Project Objectives

The Reduced Intensity Alternative would only partially meet most of the Project's objectives, as described in Subsection 6.1.1. This alternative would only partially meet Objective A, to efficiently develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities, due to a reduce building footprint. This alternative would also only partially meet Objectives B and G, to expand economic development and facilitate job creation in the City by establishing new industrial development adjacent to or near already-established industrial uses and to attract new businesses to the City and thereby provide a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment, due to the reduction of employees compared to the Project. Additionally, this alternative would not meet Objective C, to make efficient use of a property in Jurupa Valley by maximizing its buildout potential for employment-generating uses, because the reduction of square footage would not maximize the buildout potential of the Project site.

6.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA requires the identification of an environmentally superior alternative. Section 15126.6(e)(2) of the CEQA Guidelines states that, if the No Project Alternative is the environmentally superior alternative, then the EIR shall also identify an environmentally superior alternative among the other alternatives.

The No Project/No Development Alternative has the least impact to the environment because it would not involve any construction activities or warehouse operations. There would be no impacts associated with a cumulatively considerable increase of NO_x during operation, and no cumulative impacts related to GHG emissions and transportation. These impacts are considered significant and unavoidable for the Project. While this alternative would avoid the significant effects of the Project, it would not receive any benefits from the stormwater drainage and water quality filtration features that would be constructed by the Project or reduce wildfire related hazards. Additionally, none of the Project objectives would be met.

The Reduced Intensity Alternative is environmentally superior to the Project. As shown in Table 6-1, the Reduced Intensity Alternative would have less impacts under six of the environmental topical areas. The reduction in impacts is due to the fact that the use would have reduced vehicular trips, which would result in a reduction in operational-related impacts, including air quality, GHG emissions, energy, and noise impacts. However, this alternative would not eliminate the Project's significant unavoidable impacts related to air quality, GHG emissions, and transportation. Additionally, the Reduced Intensity Alternative would not meet one of the Project objectives and would only partially meet most of the Project's objectives.

Table 6-1 Comparison of Alternatives to the Project

Impact Area	Project	No Project/ No Development	Reduced Intensity
Aesthetics	LTS	No Impact (less)	LTS (similar)
Air Quality			
Construction	LTS	No Impact (less)	LTS (less)
Operation	SU	No Impact (less)	SU (less)
Biological Resources	LTS/M	No Impact (less)	LTS (similar)
Cultural Resources	LTS	No Impact (less)	LTS (similar)
Energy	LTS	No Impact (less)	LTS (less)
Geology and Soils	LTS/M	No Impact (less)	LTS (similar)
GHG Emissions	SU	No Impact (less)	SU (less)
Hazards and Hazardous Materials	LTS	No Impact (less)	LTS (similar)
Hydrology and Water Quality	LTS	No Impact (greater)	LTS (similar)
Land Use and Planning	LTS	LTS (similar)	LTS (similar)
Mineral Resources	LTS	No Impact (less)	LTS (similar)
Noise			
Construction	LTS	No Impact (less)	LTS (less)
On-site Operations	LTS	No Impact (less)	LTS (less)
Off-site Traffic-Related	LTS	No Impact (less)	LTS (less)
Transportation	SU	No Impact (less)	SU (similar)
Tribal Cultural Resources	LTS/M	No Impact (less)	LTS/M (similar)
Utilities and Service Systems	LTS	No Impact (less)	LTS (less)
Wildfire	LTS	No Impact (greater)	LTS (similar)

Table 6-1 Comparison of Alternatives to the Project (Cont.)

Project Objectives	No Project/ No Development	Reduced Intensity
A. To efficiently develop a vacant and underutilized property with industrial uses to help meet the substantial and unmet regional demands for goods movement facilities consistent with Southern California Association of Governments' Connect SoCal (2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG, 2020).	Not met	Partially Met
B. To expand economic development and facilitate job creation in the City of Jurupa Valley by establishing new industrial development adjacent to or near already-established industrial uses.	Not met	Partially Met
C. To make efficient use of a property in Jurupa Valley by maximizing its buildout potential for employment-generating uses.	Not met	Not Met
D. To develop Class A speculative industrial buildings in Jurupa Valley that are designed to meet contemporary industry standards, can accommodate a wide variety of users, and are economically competitive with similar industrial buildings in the local area and region.	Not met	Met
E. To develop industrial buildings with loading bays in close proximity to the SR-60, I-215, and I-10 freeways that can be used as part of the southern California goods movement network.	Not met	Met
F. To develop a vacant property that has access to available infrastructure, including roads and utilities.	Not met	Met
G. To attract new businesses to the City of Jurupa Valley and thereby provide a more equal jobs-housing balance in the Inland Empire area that will reduce the need for members of the local workforce to commute outside the area for employment.	Not met	Partially Met

LTS = Less than Significant; LTS/M = Less than Significant with Mitigation; SU = Significant and Unavoidable
* = Eliminates SU impact.

7.0 REFERENCES

7.1 PERSONS CONTRIBUTING TO EIR PREPARATION

7.1.1 CITY OF JURUPA VALLEY

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Michael Allocco
Graphic Specialist

7.2 DOCUMENTS INCORPORATED BY REFERENCE

The following reports, studies, and supporting documentation were used in the preparation of this EIR and are incorporated by reference within this EIR. A copy of the following reports, studies, and supporting documentation is a matter of public record and is generally available to the public at the location listed.

Cited As:	***Citation:***
BFSA, 2020	Brian F. Smith and Associates, February 4, 2020, *Paleontological Assessment*
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7.3 PERSONS CONSULTED/WRITTEN OR VERBAL COMMUNICATION

CAL FIRE/Riverside County Fire Department
Adria Reinertson. Deputy Fire Marshal/Office of the Fire Marshal

Gabrielino Band of Mission Indians – Kizh Nation
Andrew Salas, Chairman

San Manuel Band of Mission Indians
Jessica Mauck, Cultural Resources Analyst

Soboba Band of Luiseno Indians
Joseph Ontiveros, Tribal Historic Preservation Officer
Jessica Valdez, Cultural Resource Specialist